



Owner's Manual

REAR ENGINE LAWN TRACTORS

Model Numbers

800

(130-512B100)

1002

(130-522D100)

1208

(130-552F100)

Important:
Read Safety Rules and Instructions Carefully

Thank you for purchasing an American-built product
CUB CADET CORPORATION • P.O. BOX 360930 • CLEVELAND, OHIO 44136



LIMITED WARRANTY

Proper maintenance of your Cub Cadet equipment is the owner's responsibility. Follow the instructions in your owner's manual for correct lubricants and maintenance schedule. Your Cub Cadet dealer carries a complete line of quality lubricants and filters for your equipment's engine, transmission, chassis and attachments.

RIDING MOWERS, LAWN TRACTORS, GARDEN TRACTORS, CUB CADET ATTACHMENTS AND HOME MAINTENANCE PRODUCTS.

FIRST YEAR

This limited warranty for residential and commercial users covers any defect in materials or workmanship in your Cub Cadet equipment for one year from the date of purchase for the first user purchaser.

Batteries have a one year prorated limited warranty with 100% replacement during the first three months.

We will replace or repair any part or parts without charge through your authorized Cub Cadet dealer.

SECOND YEAR

This limited warranty, for residential users only, covers any defects in material or workmanship in the drive train for two years from the date of purchase for the first user purchaser.

The drive train consists of the engine, engine cradle, drive shaft, drive shaft clutch, all parts enclosed by the transmission housing, rear axle housing, brakes and electric power take-off (if so equipped). V-belts used for either the traction drive or any attachments are covered for one year only.

ITEMS NOT COVERED

The warranty does not cover routine maintenance items such as lubricants, filters (oil, fuel, air and hydraulic), cleaning, tune-ups, brake and/or clutch inspection, adjustments made as part of normal maintenance, blade sharpening, set-up, abuse, accidents and normal wear. It does not cover incidental costs such as transporting your equipment to and from the dealer, telephone charges or renting a product temporarily to replace a warranted product.

There is no other express warranty.

HOW TO OBTAIN SERVICE

Contact your authorized Cub Cadet servicing dealer who sold you your Cub Cadet equipment. If this dealer is not available see the Consumer Yellow Pages under "lawn mowers" for the name of a dealer near you.

If you need further assistance in finding an authorized Cub Cadet servicing dealer, write or telephone:

Cub Cadet Corporation
Post Office Box 360930
Cleveland, Ohio 44136
Attn: Customer Service

Telephone: (216) 273-4550

HOW DOES STATE LAW APPLY


This limited warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

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IMPORTANT RULES FOR SAFE OPERATION



THIS SYMBOL POINTS OUT IMPORTANT SAFETY INSTRUCTIONS WHICH, IF NOT FOLLOWED, COULD ENDANGER THE PERSONAL SAFETY AND/OR PROPERTY OF YOURSELF AND OTHERS. READ AND FOLLOW ALL INSTRUCTIONS IN THIS MANUAL BEFORE ATTEMPTING TO OPERATE YOUR UNIT. FAILURE TO COMPLY WITH THESE INSTRUCTIONS MAY RESULT IN PERSONAL INJURY. WHEN YOU SEE THIS SYMBOL—  HEED ITS WARNING.



DANGER

Your unit was built to be operated according to the rules for safe operation in this manual. As with any type of power equipment, carelessness or error on the part of the operator can result in serious injury. If you violate any of these rules, you may cause serious injury to yourself or others.

1. READ THIS OWNER'S MANUAL carefully in its entirety before attempting to assemble or operate this unit. Keep this manual in a safe place for future and regular reference and for ordering replacement parts.
2. This unit is a precision piece of power equipment, not a plaything. Therefore exercise extreme caution at all times.
3. Know the controls and how to stop the machine quickly.
4. Do not allow children to operate vehicle. Do not allow adults to operate it without proper instruction. Only persons well acquainted with these rules of safe operation should be allowed to use your mower.
5. Wear sturdy, rough-soled work shoes and close-fitting slacks and shirts to avoid entanglement in the moving parts. Never operate a unit in bare feet, sandals, or sneakers.
6. To prevent injury, do not carry passengers or give rides. Keep children, pets and bystanders out of the area while mowing. Only the operator should ride on the unit and only ride in the seat.
7. Check overhead clearance carefully before driving under power lines, guy wires, bridges or low hanging tree branches, before entering or leaving buildings, or in any other situation where the operator may be struck or pulled from the unit, which could result in serious injury.
8. To maintain control of the unit and reduce the possibility of upset or collision, operate the tractor smoothly. Avoid erratic operation and excessive speed.
9. Keep the area of operation clear of all persons, particularly small children and pets. Stop engine when they are in the vicinity of your mower. Although the area of operation should be completely cleared of foreign objects, a small object may have been overlooked and could be accidentally thrown by the mower in any direction and cause injury to you or a bystander.
10. Always wear safety glasses or eye shields during operation or while performing an adjustment or repair, to protect eyes from foreign objects that may be thrown from the machine in any direction.
11. Stop the blade(s) when crossing gravel drives, walks or roads.
12. Disengage all attachment clutches and shift into neutral before attempting to start engine.
13. Before leaving the operator's position, disengage blade(s), place shift lever in neutral, engage parking brake, shut engine off and remove key.
14. Do not put hands or feet near or under rotating parts. Keep clear of the discharge opening at all times as the rotating blade(s) can cause injury.
15. Disengage power to attachment(s) and stop engine before making any repairs or adjustments. Disconnect the spark plug wire and keep the wire away from the plug to prevent accidental starting.
16. Before attempting to unclog the mower or discharge chute, stop the engine. The mower blade(s) may continue to rotate for a few seconds after the engine is shut off. Therefore, be sure the blade(s) have stopped completely. Disconnect the spark plug wire and keep the wire away from the plug to prevent accidental starting.
17. Disengage power to attachment(s) when transporting or not in use.
18. For your safety, use the slope gauge included as part of this manual to measure slopes before operating this unit on a sloped or hilly area. If the slope is greater than 15° as shown on the slope gauge, do not operate this unit on that area or serious injury could result.
19. Do not stop or start suddenly when going uphill or downhill. Mow up and down face of steep slopes; never across the face. Use extreme caution if it is necessary to drive the tractor up an incline or back the tractor down an incline because the front of the tractor could lift and rapidly flip over backward which could cause serious injury.
20. Reduce speed on slopes and in sharp turns to prevent tipping or loss of control. Always keep the tractor in low gear when going down steep hills to take advantage of engine braking action. Choose a low enough gear so that you will not have to stop or shift while on the slope.

Rules for Safe Operation (continued)

21. Stay alert for holes in terrain and other hidden hazards which may cause the unit to tip over.
22. Use care when pulling loads or using heavy equipment.
 - A. Use only approved drawbar hitch points.
 - B. Limit loads to those you can safely control.
 - C. Do not turn sharply. Use care when backing.
 - D. Use counterweight(s) or wheel weights when suggested in owner's manual.
23. Watch out for traffic when crossing or near roadways.
24. When using any attachments, never direct discharge of material toward bystanders nor allow anyone near vehicle while in operation.
25. Handle gasoline with care. It is highly flammable.
 - A. Use approved gasoline container.
 - B. Never remove cap or add gasoline to a running or hot engine or fill fuel tank indoors. Wipe up spilled gasoline. Always use original type vented cap.
 - C. Open doors if engine is run in garage. Exhaust fumes are dangerous. Do not run engine indoors.
26. Never store the machine with fuel in the fuel tank inside a building where ignition sources are present, such as hot water and space heaters, clothes dryers, and the like. Allow the engine to cool before storing in any enclosure.
27. To reduce fire hazard, keep engine and cutting deck free of grass, leaves or excessive grease.
28. Keep the vehicle and attachments in good operating condition, and keep safety devices in place. Use guards as instructed in operator's manual.
29. Keep all nuts, bolts, and screws tight to be sure the equipment is in safe working condition.
30. The vehicle and attachments should be stopped and inspected for damage after striking a foreign object. The damage should be repaired before restarting and operating the equipment.
31. Do not change the engine governor settings or overspeed the engine.
32. When using the vehicle with mower, proceed as follows:
 - (1) Mow only in daylight or in good artificial light.
 - (2) Never make a cutting height adjustment while engine is running if operator must dismount to do so.
 - (3) Shut the engine off and wait until the blade comes to a complete stop before removing the grass catcher.
 - (4) Check blade mounting bolts for proper tightness at frequent intervals.
33. Check grass catcher bags frequently for wear or deterioration. For safety protection, replace only with new bag meeting original equipment specifications.
34. Look behind to make sure the area is clear before placing the transmission in reverse and continue looking behind while backing up. Disengage blades before shifting into reverse and backing up.
35. This unit should not be driven up a ramp onto a trailer or truck under power, because the unit could tip over, causing serious personal injury. The unit must be pushed manually to load properly.
36. Check brake operation frequently. Adjust and service according to brake adjustment instructions in this manual.

WARNING: This unit is equipped with an internal combustion engine and should not be used on or near any unimproved forest-covered, brush-covered or grass-covered land unless the engine's exhaust system is equipped with a spark arrester meeting applicable local or state laws (if any). If a spark arrester is used, it should be maintained in effective working order by the operator.

In the State of California the above is required by law (Section 4442 of the California Public Resources Code). Other states may have similar laws. Federal laws apply on federal lands. A spark arrester for the muffler is available through your authorized Cub Cadet dealer.

TO THE OWNER

Assembled in this manual are operation, lubrication, and maintenance instructions for the *Cub Cadet* 800, 1002 and 1208 rear engine lawn tractors. The material has been prepared in detail to help you better understand the correct care and efficient operation of your lawn tractor. Before you operate the lawn tractor, study this manual carefully. Additional copies may be ordered from your dealer at a nominal price.

Your local authorized dealer is interested in the performance you receive from your rear engine lawn tractor. He has factory-trained servicemen, informed in the latest method of servicing tractors, modern tools, and original-equipment service parts which assure proper fit and good performance.

To obtain top performance and assure economical

operation the rear engine lawn tractor should be inspected, depending on its use, periodically, or at least once a year, by your authorized dealer.

When in need of parts, always specify the model, chassis, and engine serial numbers, including the prefix and suffix letters. Write these serial numbers in the space provided on this page.

Should you have difficulties with the unit, consult your authorized dealer. **UNDER NO CIRCUMSTANCES SHOULD YOU ATTEMPT TO SERVICE THESE UNITS YOURSELF.** Only your dealer is authorized to repair or replace units on this drive under the terms of the warranty. Should you desire additional information not found in this manual, contact your authorized *Cub Cadet* dealer.

SERIAL NUMBER LOCATION

Chassis serial number plate is on the frame, under the seat. Engine serial number plate is located on the engine shroud. Record these numbers in the space provided at right.

MODEL _____

DELIVERY DATE _____

CONTROLS

Your Cub Cadet Rear engine lawn tractor has been safety engineered. Thoroughly acquaint yourself with all the controls before attempting to start or operate the lawn tractor.

NOTE: *LEFT and RIGHT indicate the left and right sides of the tractor when facing forward in the driver's seat.*

THROTTLE CONTROL

The throttle control is located beside the seat on the right side of the rear engine lawn tractor. See figure 1. The throttle control controls the speed of the engine.

When using attachments operated by the power take-off, best performance is achieved with the throttle control in the FAST position.



"Turtle" This symbol shows SLOW position.



"Rabbit" This symbol shows FAST position.

CHOKE CONTROL

The choke control is located above the throttle control on the right side of the rear engine lawn tractor. The choke control is operated manually. Pull choke knob out to choke engine. Push knob in to open choke. See figure 1.

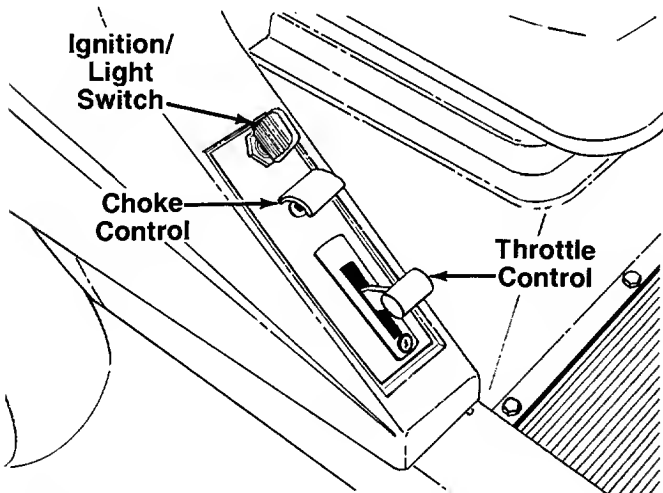


FIGURE 1.

IGNITION/LIGHT SWITCH

The combination ignition and light switch is a four-position switch. It is located above the choke and throttle control on the right side of the rear engine lawn tractor.

Turn the ignition key all the way to the right to start the engine. The key will return to the ON position when released. Turn the key one more position to the left to operate the tractor with the light illuminated. See figures 1 and 2.

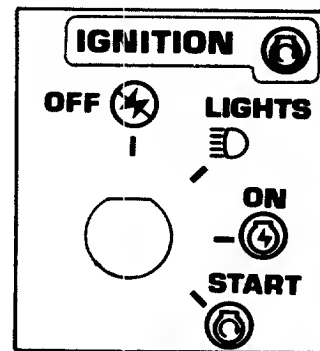


FIGURE 2.

SHIFT LEVER

The shift lever is located on the left side of the console. See figure 3. The shift lever is used to select one of eight (8) forward speeds, neutral or reverse. The clutch-brake pedal must be depressed and the lawn tractor must not be moving when shifting from forward to reverse gear. Do not force the shift lever.

SPEED CONTROL INDICATOR

The speed control indicator is located in front of the shift lever. It can be used to preset the speed of the lawn tractor. Press the speed control indicator outward, move to desired speed setting and release. When the shift lever is moved out of neutral into forward position, the lawn tractor will automatically go to the preset speed.

CLUTCH-BRAKE PEDAL

The clutch-brake pedal is located on the right side of the rear engine lawn tractor. Depressing the clutch-brake pedal part way disengages the clutch. Pressing the pedal all the way down disengages the clutch and engages the disc brake to stop the lawn tractor. See figure 3.

NOTE: *The clutch-brake pedal must be depressed to start the engine. Parking brake must be engaged if operator leaves the seat with the engine running.*

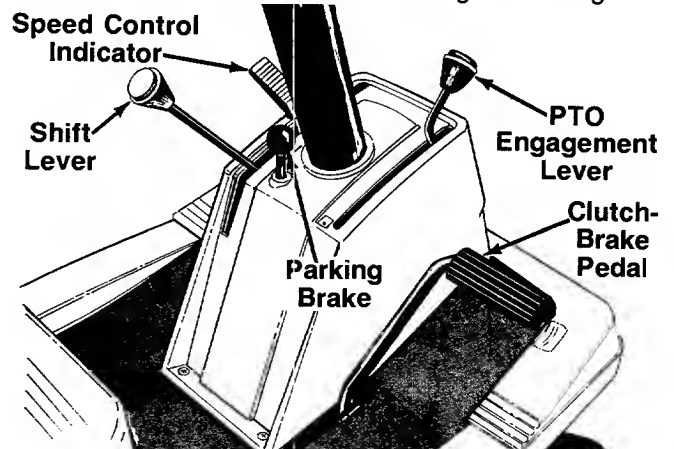


FIGURE 3.

PARKING BRAKE

To set the parking brake, depress the clutch-brake pedal and press the parking brake knob down. To release the parking brake, depress and release the clutch-brake pedal. See figure 3.

PTO ENGAGEMENT LEVER

The PTO engagement lever is located on the right side of the console. See figure 3. To engage the blade, move the PTO engagement lever toward the front of the unit. Move the lever toward the rear to disengage the blade.

CUTTING HEIGHT LEVER

The cutting height lever is located beside the seat on the left side of the lawn tractor. See figure 4. It is used to raise and lower the cutting deck, which sets the cutting height.

Move the lever outward, select desired cutting height and release lever. The lever may be set in any one of eight cutting height positions. See figure 4.



WARNING: The blade does not shut off when the deck is raised. You must place the PTO engagement lever in the disengaged (OFF) position.

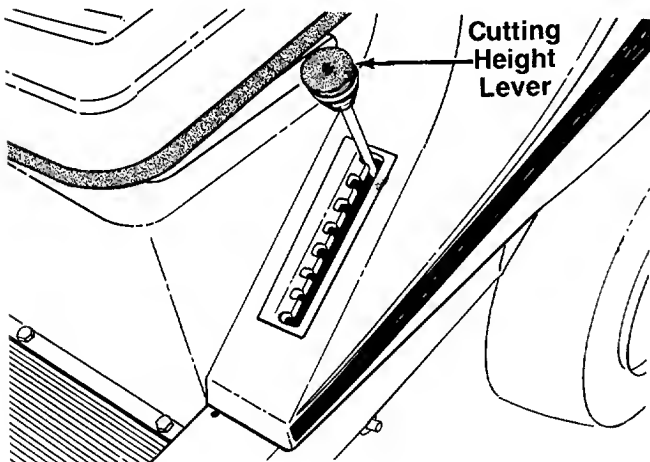


FIGURE 4.

SAFETY INTERLOCK SYSTEM

Interlock safety switches are located on the clutch-brake pedal, the PTO engagement lever, shift lever and the seat.

Before the engine will start or if the operator leaves the seat, the clutch-brake pedal must be depressed all the way (parking brake engaged), and the PTO engagement lever must be in the disengaged position.

In addition, the PTO engagement lever must be in the disengaged position before the unit can be shifted into reverse.

OPERATION

CAUTION

- READ OPERATOR'S MANUAL(S) • NEVER CARRY CHILDREN
- KNOW LOCATION AND FUNCTION OF ALL CONTROLS
- KEEP SAFETY DEVICES (GUARDS, SHIELDS AND SWITCHES) IN PLACE AND WORKING
- REMOVE OBJECTS THAT COULD BE THROWN BY BLADE(S)
- DO NOT OPERATE THE UNIT WHEN CHILDREN AND OTHERS ARE AROUND
- ALWAYS LOOK BEHIND THE UNIT BEFORE BACKING UP
- DO NOT OPERATE THE UNIT WHERE IT COULD SLIP OR TIP
- IF THE UNIT STOPS GOING UPHILL, STOP BLADE(S) AND BACK SLOWLY DOWNHILL
- BE SURE BLADE(S) AND ENGINE ARE STOPPED BEFORE PLACING HANDS OR FEET NEAR BLADE(S)
- BEFORE LEAVING OPERATOR'S POSITION, DISENGAGE THE BLADE(S), PLACE THE SHIFT LEVER IN NEUTRAL, ENGAGE THE PARKING BRAKE, SHUT ENGINE OFF AND REMOVE THE KEY.

IMPORTANT: This unit is equipped with a **safety interlock system** for your protection. The purpose of the safety interlock system is to prevent the engine from cranking or starting unless the clutch-brake pedal is depressed and the PTO engagement lever is in the disengaged position. In addition, the PTO engagement lever must be in the disengaged position when the unit is put into reverse or the engine will shut off. If the operator leaves the seat with the PTO engagement lever engaged and/or without setting the parking brake, the engine will shut off.

To restart the engine, shift into neutral (N), move PTO engagement lever to the OFF position, and restart the engine while seated.



WARNING: Do not operate the lawn tractor if the interlock system is malfunctioning because it is a safety device, designed for protection.

GAS AND OIL FILL-UP

Service the engine with gasoline and oil as instructed in the separate engine manual packed with your rear engine lawn tractor. Read instructions carefully.

NOTE: Your lawn tractor is shipped without oil; however, a small amount of oil may be present from the factory. Do not overfill.



WARNING: Never fill fuel tank indoors, with engine running or while engine is hot.

STARTING THE ENGINE

1. Attach the wire to the spark plug.
2. Depress the clutch-brake pedal and lock it down.

3. Make certain the PTO engagement lever is in the disengaged position.
4. Set throttle control in the FAST position. Pull out the choke control.

NOTE: A warm engine may not require choking.

5. Place the shift lever in the NEUTRAL position.
6. Turn the ignition key to the START position. As soon as the engine starts, let the key return to the ON position. See figure 2.

NOTE: Do not operate the starter for more than 10 seconds at any one time. If the engine does not start within this time, turn the key OFF and wait a few minutes, then try again.

7. Push choke knob in gradually. Move throttle control to desired engine speed.
8. To stop, turn the ignition key to the OFF position. Remove the key when the lawn tractor is not in use.

STOPPING

Engine—Turn the ignition key to the left to the OFF position.

Lawn Tractor—Depress the clutch-brake pedal.

Blades—Pull the PTO engagement lever all the way back.

DRIVING THE REAR ENGINE LAWN TRACTOR

NOTE: Parking brake **must** be disengaged before unit is put into motion.

1. Advance the throttle control to full throttle to prevent strain on the engine and to operate the cutting blades.
2. Place the shift lever in either the FORWARD or REVERSE position.



WARNING: Look to the rear before backing up.

3. Slowly release the clutch-brake pedal.
4. To stop, depress the clutch-brake pedal.

NOTE: When operating the unit initially, there will be little difference between the highest two speeds until after the belts have seated themselves into the pulleys during the break-in period.

The blades can be engaged either while moving forward or while standing still. Move the PTO engagement lever forward slowly until the blades are turning.



WARNING: When the blades are engaged, keep feet and hands away from the discharge opening, the blades or any part of the deck.

Be sure that the lawn is clear of stones, sticks, wire, or other objects which could damage lawn mower or engine. For best results and to insure more even grass distribution, do not mow when lawn is excessively wet.



WARNING: Before leaving the operator's position for any reason, disengage the blades, place the shift lever in neutral, engage the parking brake, shut engine off and remove the key.

When stopping the unit to empty a grass bag, etc., follow the instructions above. This procedure will also eliminate "browning" the grass, which is caused by hot exhaust gases from a running engine.

IMPORTANT: If you strike a foreign object, stop the engine. Remove wire from spark plug, thoroughly inspect the mower for any damage, and repair the damage before restarting and operating the mower.

NOTE: If any problems are encountered, refer to the Trouble Shooting Guide on page 27.

If unit stalls with speed control in high speed, or if unit will not operate with speed control lever in a low speed position, proceed as follows.

1. Place shift lever in Neutral.
2. Restart engine.
3. Place speed control indicator and shift lever in high speed position.
4. Slowly and with extreme caution release clutch-brake pedal fully.
5. Depress clutch-brake pedal.
6. Place speed control indicator lever in desired position.
7. Place shift lever in either forward or reverse, and follow normal operating procedures.

REAR BAGGING GRASS CATCHER AVAILABLE

Grass catcher model 426 is available as optional equipment for the rear engine lawn tractors shown in this manual (adapter kit model 326 is required).



WARNING: The mower should not be operated without the entire grass catcher or chute deflector in place.

NOTE: Under normal usage bag material is subject to wear, and should be checked periodically. Be sure any replacement bag complies with the mower manufacturer's recommendations. For replacement bags, use only factory authorized replacement.

ADJUSTMENTS



WARNING: Do not at any time make any adjustment to rear engine lawn tractor without first stopping engine and disconnecting spark plug wire.

THROTTLE CONTROL

If adjustment is needed, refer to the separate engine manual packed with your unit.

SPEED CONTROL LEVER ADJUSTMENT

NOTE: When operating the unit initially or after replacing the belts, there will be little difference between the highest two speeds until after the belts have gone through a break-in period and have seated themselves into the pulleys.

If the full range of speeds cannot be obtained on your unit, adjust the speed control lever as follows.

1. Place the transmission in neutral. (The unit will move freely when pushed forward and backward with the parking brake released.)
2. Disconnect the transmission shift rod by removing the cotter pin and flat washer. Remove ferrule from gear shift bracket. See figure 5.
3. Start the engine.
4. Place the speed control indicator and shift lever in the eighth (high speed) position.
5. Release the clutch-brake pedal completely, then slowly depress the pedal all the way (to park position). Hold the pedal in this position.
6. Turn the engine off.
7. After engine stops completely, release the clutch-brake pedal.
8. Disconnect the speed control rod by removing the cotterpin and flat washer. See figure 5.
9. Place the speed control indicator and shift lever in the third speed position.

10. Pull down on speed control rod so rod is at the bottom of slot in shift cam assembly. Adjust ferrule to fit into hole on clutch pedal bracket assembly.
11. Secure the speed control rod using the flat washer and cotter pin.
12. Reconnect the transmission shift rod using flat washer and cotter pin removed in step 1.

NEUTRAL ADJUSTMENT

1. With engine off, disconnect transmission shift rod by removing the cotter pin and flat washer. Remove ferrule from gear shift bracket. See figure 5.
2. Place the transmission in neutral. (The unit will move freely when pushed forward and backward with the parking brake released). Place the shift lever in the neutral position.
3. Thread ferrule in or out as necessary to fit into hole of gear shift bracket. Secure with flat washer and cotter pin removed in step 1.

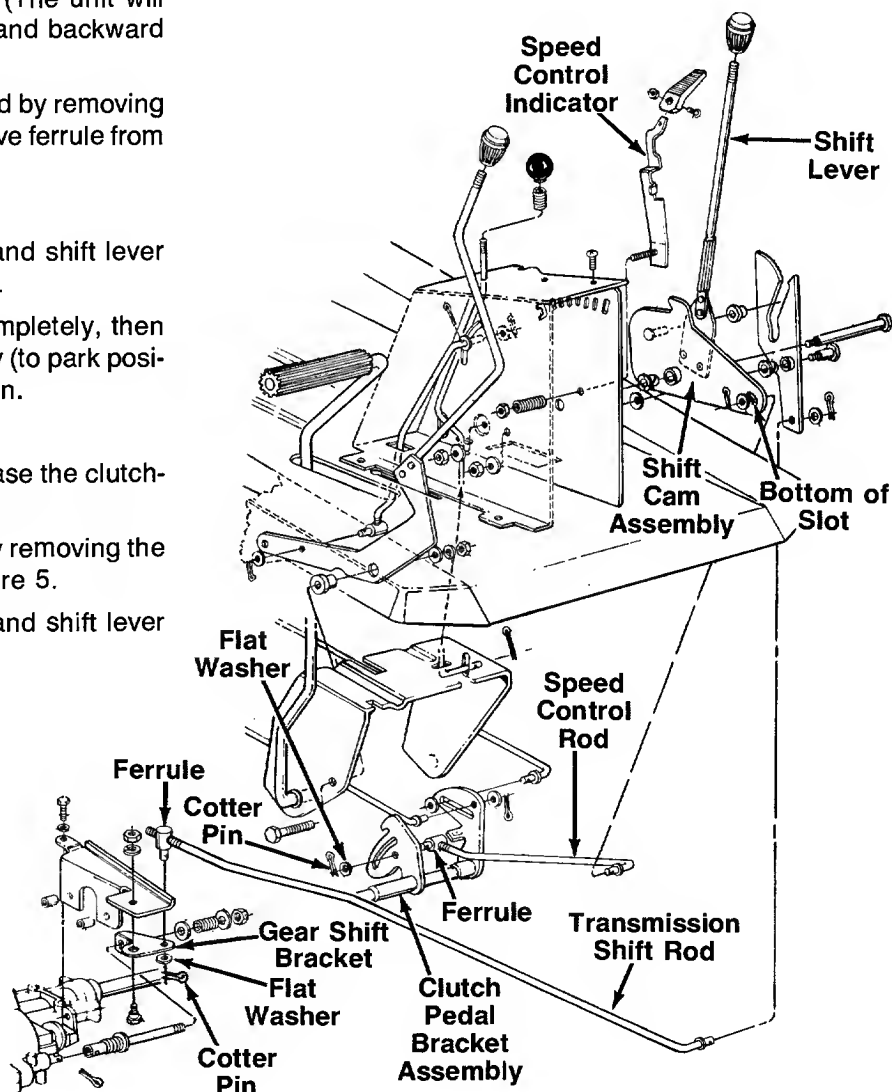


FIGURE 5.

BRAKE ADJUSTMENT (See Figure 6)

The brake is located by the left rear wheel inside the frame. During normal operation of this machine, the brake is subject to wear and will require periodic examination and adjustment.

To adjust the brake, remove the cotter pin. Adjust the castle nut so the brake starts to engage when the brake lever is $\frac{1}{4}$ " to $\frac{5}{16}$ " away from the axle housing.

NOTE: Figure 6 is shown with the unit tipped up on rear wheels for clarity only.

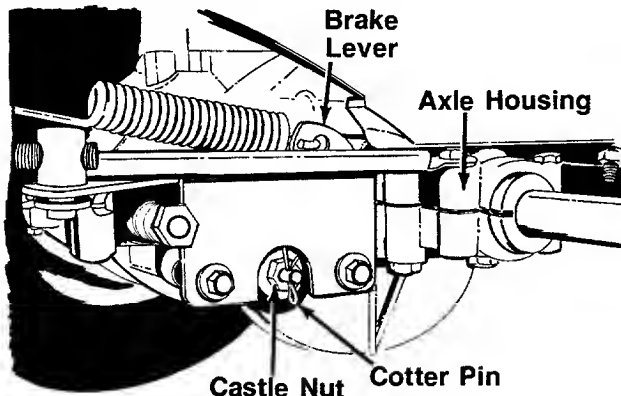


FIGURE 6.

WHEEL ALIGNMENT

The caster (forward slant of the king pin) and the camber (tilt of the wheels out at the top) require no adjustment. Automotive steering principles have been used to determine the caster and camber on the mower. The front wheels should toe-in $\frac{1}{8}$ inch. See figure 7. To adjust, follow these steps:

1. Remove the cotter pin and flat washer which hold the tie rod to the axle bracket. See figure 7.
2. Adjust the tie rod in or out until the wheels toe-in approximately $\frac{1}{8}$ " (Dimension "A" should be approximately $\frac{1}{8}$ " less than dimension "B"). See figure 8.
3. Replace the tie rod into the wheel bracket, and replace the cotter pin and flat washer.

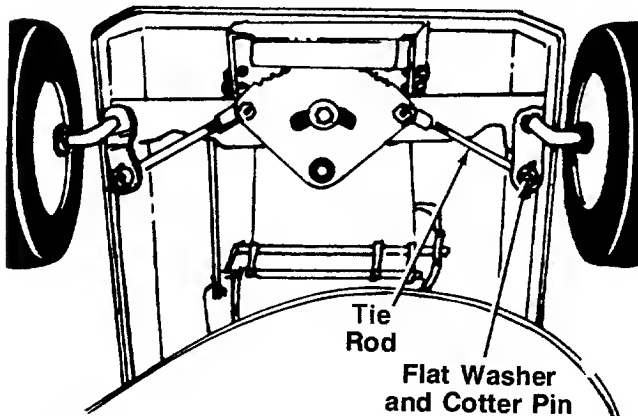


FIGURE 7.

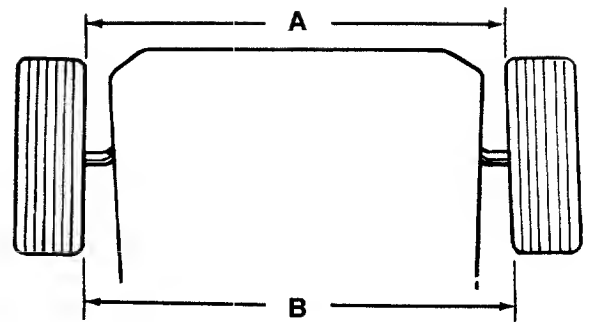


FIGURE 8.

DECK ADJUSTMENT (Model 800)

The deck adjustments which follow are for the 30" deck only. For 32" or 38" decks, refer to the next section.

Side to Side Leveling

NOTE: Check tire pressure in all four tires before leveling the deck. Recommended tire pressure is 12 p.s.i.

If an uneven cut is obtained, the deck may be leveled. A deck adjustment rod is located on the right side of the unit. See figure 9.

To adjust the deck, loosen the two hex nuts at the right rear deck link assembly. Thread the hex nuts up or down the deck adjustment rod as necessary. Retighten the hex nuts.

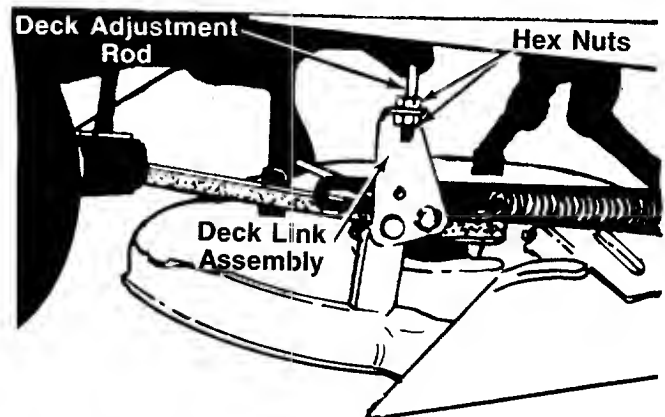


FIGURE 9.—Model 800

Front to Rear Adjustment

The front of the deck should be approximately $\frac{1}{4}$ " to $\frac{3}{8}$ " lower than the rear of the deck. Adjust the pitch as follows.

1. Place the deck in the engaged position.
2. Remove the hairpin cotter and flat washer which hold the deck lift connecting rod to the front deck lift assembly. See figure 10.
3. Remove the connecting rod from the deck lift assembly and thread it in or out of the ferrule as necessary. See figure 10. Replace the rod.

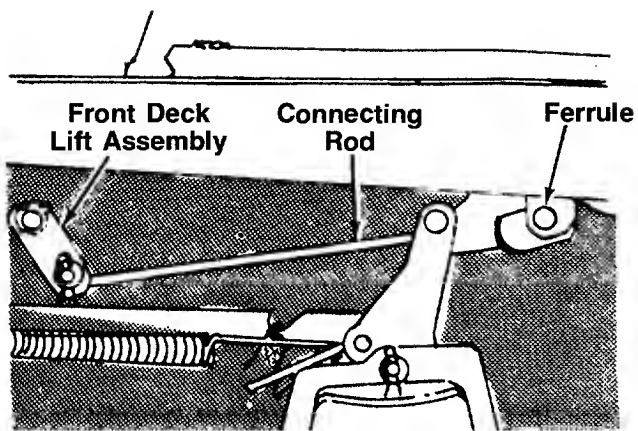


FIGURE 10.—Model 800

DECK ADJUSTMENT (Models 1002 and 1208)

Side to Side Leveling

NOTE: Check tire pressure in all four tires before leveling the deck. Recommended tire pressure is 12 p.s.i.

If an uneven cut is obtained, the deck may be leveled.

1. Raise the deck to its highest position.
2. With the unit on a hard, level surface, measure the distance from the bottom edge of both the left rear and right rear of deck to the ground.
3. If adjustment is needed, loosen the hex nut on the adjusting screw, located under the right side of the frame. See figure 11. Move the adjusting screw inward to lower the right side of the deck, or outward to raise the right side of the deck.
4. Remeasure the deck as described in step 2, and readjust if necessary. Tighten the hex nut to secure the adjusting screw when the deck is level.

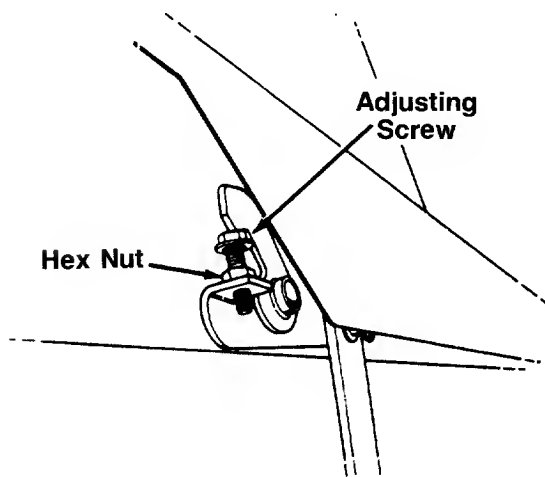


FIGURE 11.—Models 1002 and 1208

Front to Rear Adjustment

To obtain the best cut, the front of the deck should be between 1/4" and 3/8" lower than the rear of the deck.

1. Make the side to side adjustment as instructed previously.
2. Measure the distance from the bottom edge of the front and right rear of deck to the ground.
3. If the front is not between 1/4" and 3/8" lower than the rear, remove the hairpin clips and flat washers which secure the J-bolts to the front of the deck, both right and left sides. See figure 12. Thread the J-bolts into or out of the ferrules as necessary.
4. Reassemble J-bolts and recheck the adjustment. Readjust as necessary. Secure with flat washers and hairpin clips when adjustment is correct.

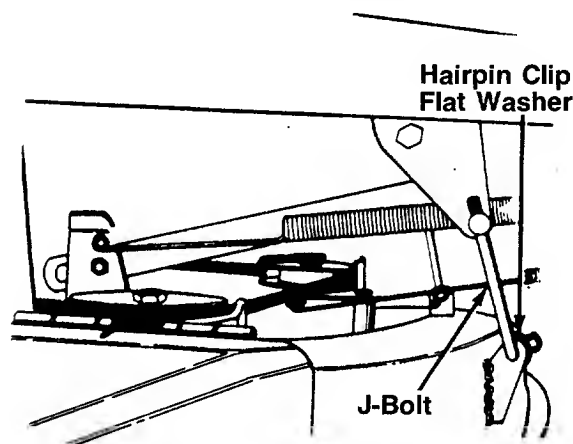


FIGURE 12.—Models 1002 and 1208

BLADE BRAKE ADJUSTMENT (Model 800 Only)



WARNING: Make certain spark plug wire is disconnected and grounded against the engine while making this adjustment.

To adjust the blade brake, proceed as follows. See figure 13.

1. Disconnect the brake cable from the lower inside belt guard on the lawn tractor by removing the hairpin cotter, flat washer and clevis pin.
2. Lower the deck to its lowest position. Place the blade engagement lever in the **disengaged** position.
3. Pull the brake cable back so there is no slack in the cable. **Do not** put tension on the cable. Select the hole in the lower inside belt guard which aligns with the end of the cable. Move the end of the brake cable **forward** to the next hole in the belt guard (which will give a small amount of slack in the cable), and reassemble.

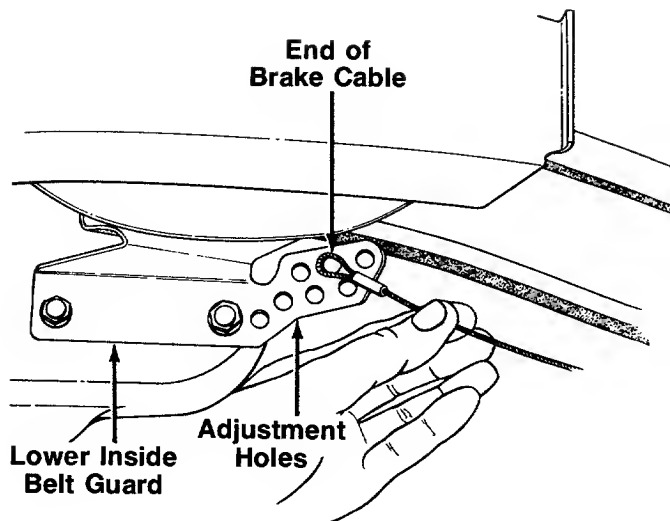


FIGURE 13.—Model 800 Only

SEAT ADJUSTMENT

The seat may be adjusted to different positions. To adjust the seat, loosen the four self-tapping screws which secure the seat to the seat bracket. See figure 14. Slide the seat to desired position and retighten the self-tapping screws.

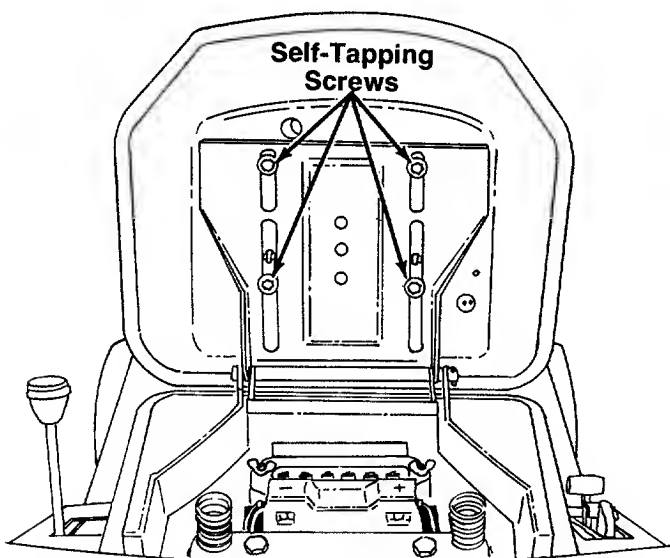


FIGURE 14.

STEERING WHEEL ADJUSTMENT

There are three height positions for the steering wheel. See figure 15. To adjust, proceed as follows.

Remove the steering cover by removing four self-tapping screws. Remove the hex bolt and hex lock nut on the steering shaft.

Raise or lower the steering shaft to desired height. Secure with the hex bolt and hex lock nut. Reassemble the steering cover.

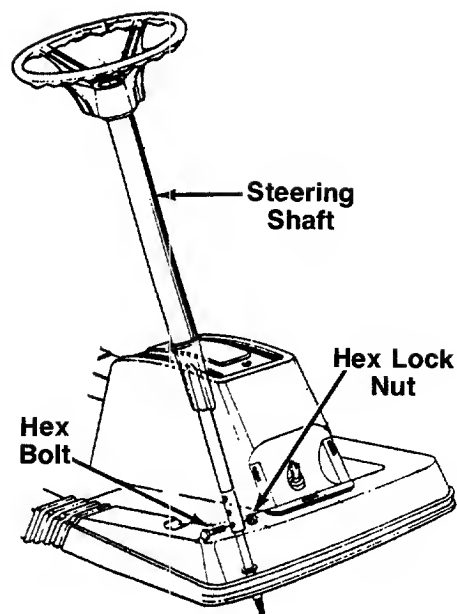


FIGURE 15.

CARBURETOR ADJUSTMENT



WARNING: If any adjustments are made to the engine while the engine is running (e.g. carburetor), disengage all clutches and blades. Keep clear of all moving parts. Be careful of heated surfaces and muffler.

Minor carburetor adjustment may be required to compensate for differences in fuel, temperature, altitude and load. To adjust the carburetor, refer to the separate engine manual packed with your unit.

NOTE: A dirty air cleaner will cause an engine to run rough. Be certain air cleaner is clean and attached to the carburetor before adjusting carburetor.

LUBRICATION



WARNING: Always stop engine and disconnect spark plug wire before cleaning, lubricating or doing any kind of work on riding mower.

Engine—Maintain the engine oil according to the engine manual.

Front Wheels—The front wheels are provided with grease fittings. Lubricate at least once a season with automotive multi-purpose grease.

Front Axle—The front axle assemblies are provided with grease fittings. Lubricate at least three times a season using automotive multi-purpose grease.

Shift Cam—Lubricate the shoulder spacer on shift cam at least once a season using automotive multi-purpose grease.

Steering Gear—Lubricate the steering gear segment at least once a season using automotive multi-purpose grease. To lubricate, turn the steering wheel all the way to the right. Brush grease on the steering gear segment. Turn steering wheel several times in both directions to disperse the grease.

Linkage—Oil all deck linkage and height adjustment linkage.

Transaxle—It is lubricated at the factory and does not require checking. Lubricate with 10 oz. of grease (Part No. 737-0148) if disassembled.

MAINTENANCE



WARNING: Disconnect spark plug wire and ground it against the engine before performing any repairs or maintenance.

CUTTING BLADE

A. Removal for Sharpening or Replacement



WARNING: Be sure to disconnect and ground the spark plug wire before working on the cutting blade to prevent accidental engine starting. Protect hands by using heavy gloves or a rag to grasp the cutting blade.

1. Remove the large bolt and lock washer which holds the blade and adapter to the blade spindle. See figure 16.
2. Remove the blade and adapter from the spindle.
3. If the blade or blade adapter needs replacing, remove the two small bolts, lock washers and nuts which hold the blade to the adapter. See figure 16.

B. Sharpening

Remove the cutting blade by following the directions of the preceding section.

When sharpening the blade, follow the original angle of grind as a guide. It is **extremely important** that each cutting edge receives an equal amount of grinding to prevent an unbalanced blade. An unbalanced blade will cause excessive vibration when rotating at high speeds, may cause damage to the mower and could break, causing personal injury.

The blade can be tested for balance by balancing it on a round shaft screwdriver. Remove metal from the heavy side until it balances evenly.

NOTE: It is recommended that the blade always be removed from the adapter for the best test of balance.

C. Reassembly

Before reassembling the blade and the blade adapter to the unit, lubricate the spindle and the inner surface of the blade adapter with light oil. Lubricating the bolt holes, bolts and inner surface of the nuts with light oil is also recommended. A 4 oz. plastic bottle of light oil lubricant is available. Order part number 737-0170. Engine oil may also be used.

When replacing the blade, be sure to install the blade with the side of the blade marked "Bottom" (or with part number) facing the ground when the mower is in the operating position.

Blade Mounting Torque

3/8" Dia. Bolt 375 in. lb. min., 450 in. lb. max.

5/16" Dia. Bolt 150 in. lb. min., 250 in. lb. max.

NOTE: To insure safe operation, ALL nuts and bolts must be checked periodically for correct tightness.

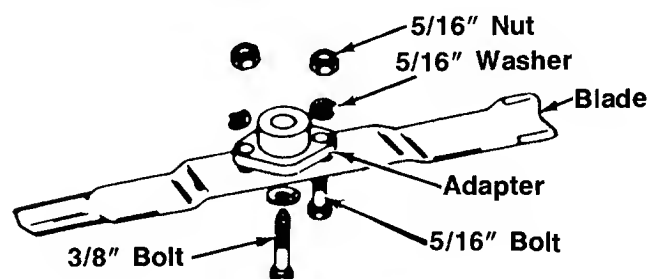


FIGURE 16.

FUEL FILTER

Your unit is equipped with a replaceable in-line fuel filter. Replace filter whenever contamination or discoloration is noticed. Order replacement filter through your engine authorized service dealer.

CLEANING ENGINE AND BLADE HOUSING

Any fuel or oil spilled on the machine should be wiped off promptly. Grass, leaves, and other dirt must not be left to accumulate around the cooling fins of the engine or on any part of the machine.

Clean the underside of the blade housing after each mowing.

BELTS

Check that belts are free of oil or dirt. Wipe the belts periodically with a clean rag.

ENGINE

Refer to separate engine manual for all engine maintenance instructions.

Maintain **engine oil** as instructed in the separate engine manual packed with your unit. Read and follow instructions carefully.

Service **air cleaner** every 25 hours under normal conditions. Clean every few hours under extremely dusty conditions. Poor engine performance and flooding

usually indicates that the air cleaner should be serviced.

The **spark plug** should be cleaned and the gap reset once a season. Spark plug replacement is recommended at the start of each mowing season; check engine manual for correct plug type and gap specification.

BATTERY INFORMATION



WARNING

- A. Battery acid must be handled with great care as contact with it can burn and blister the skin. It is also advisable to wear protective clothing (goggles, rubber gloves and apron) when working with it.*
- B. Should battery acid accidentally splatter into the eyes or onto the face, rinse the affected area immediately with clean cold water. If there is any further discomfort, seek prompt medical attention.
- C. If acid spills on clothing, first dilute it with clean water, then neutralize with a solution of ammonia/water or baking soda/water.
- D. Since battery acid is corrosive, do not pour it into any sink or drain. Before discarding empty electrolyte containers, rinse them with a neutralizing solution.
- E. NEVER connect or disconnect charger clips to battery while charger is turned on as it can cause sparks.
- F. Keep all lighted materials (cigarettes, matches, lighters) away from the battery as the hydrogen gas generated during charging can be combustible.
- G. As a further precaution, only charge the battery in a well-ventilated area.

***Always shield eyes, protect skin and clothing when working near batteries.**



DANGER

Battery contains sulfuric acid. Refer to warning above. Antidote: EXTERNAL—Flush with water. INTERNAL—Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Seek prompt medical attention. EYES: Flush with cool water for at least 15 minutes, then seek immediate medical attention.

Since batteries produce explosive gases, keep all lighted materials (cigarettes, lighters, matches, etc.) away. Be sure to charge battery only in well-ventilated areas. Make certain venting path of battery (drain tube) is always open.

**KEEP BATTERIES
OUT OF THE REACH OF CHILDREN!**

CHARGING THE BATTERY

The engine on your rear engine lawn tractor is equipped with an alternator. The current for the battery charger alternator is unregulated. During normal operation, it is only necessary to charge the battery:

1. When it is activated for the first time.
2. Before winter storage.
3. Before using the lawn tractor after winter storage.

When charging the battery after it is in operation, **SLOW CHARGE (DO NOT FAST CHARGE)** at a maximum bench rate of 1.4 amperes for a period of 14-16 hours. **DO NOT CHARGE LONGER THAN 30 HOURS.**

BATTERY MAINTENANCE

1. Check periodically (every two weeks or before and after charging) to be sure electrolyte level is above the lowest line on battery. Add only distilled water or good quality drinking water. NEVER add additional acid or other chemicals to battery after initial activation.
2. The battery should be checked with a hydrometer after every 25 hours of operation. If the specific gravity is less than 1.225, remove battery and recharge.
3. Coat the terminals and exposed wiring with a thin coat of grease or petroleum jelly for longer service and protection against electrolyte corrosion.
4. The battery should be kept clean. Any deposits of acid should be neutralized with soda and water. Be careful not to get this solution in the cells.

BATTERY STORAGE

1. Charge battery using normal methods. NEVER store discharged battery as it will not recover.
2. When storing battery for extended periods, disconnect battery cables. Removing battery from unit is recommended.
3. Store in cold, dry place.
4. Recharge battery whenever the specific gravity is less than 1.225, before returning to service, or every two months, whichever occurs first.

COMMON CAUSES FOR BATTERY FAILURE ARE:

1. Overcharging
2. Undercharging
3. Lack of water
4. Loose hold downs and/or corroded connections
5. Excessive loads
6. Battery electrolyte substitutes
7. Freezing of electrolyte

NOTE: THESE FAILURES DO NOT CONSTITUTE WARRANTY.

BATTERY REMOVAL OR INSTALLATION



WARNING: When removing the battery, follow this order of disassembly to prevent the screwdriver from shorting against the frame.

1. Remove the Negative cable.
2. Remove the Positive cable.

To install the battery:

1. Attach the Positive cable.
2. Attach the Negative cable.

JUMP STARTING

1. Attach the first jumper cable from the Positive terminal of the good battery to the Positive terminal of the dead battery.
2. Attach the second jumper cable from the Negative terminal of the good battery to the FRAME OF THE UNIT WITH THE DEAD BATTERY.



WARNING: Failure to use this starting procedure could cause sparking, and the gas in either battery could explode.

TIRES

Recommended operating tire pressure is approximately 12 p.s.i. (check sidewall of tire for tire manufacturer's recommended pressure). Maximum tire pressure under any circumstances is 30 p.s.i. Equal tire pressure should be maintained on all tires.

When installing a tire to the rim, be certain rim is clean and free of rust. Lubricate both the tire and rim generously. Never inflate to over 30 p.s.i. to seat beads.



WARNING: Excessive pressure (over 30 p.s.i.) when seating beads may cause tire/rim assembly to burst with force sufficient to cause serious injury.

DRIVE BELT REMOVAL AND REPLACEMENT

NOTE: It is recommended that the entire instructions on belt removal and replacement be read before changing the belts.

1. Disconnect the spark plug wire and ground it against the engine.
2. Remove the deck as described in the separate deck manual.
3. Unhook the idler spring from the lawn tractor frame. See figure 17. Loosen the bolt which secures the belt keeper to the idler pulley.

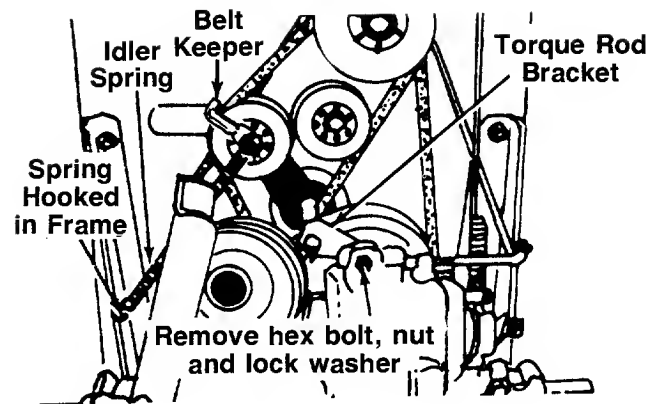


FIGURE 17.

4. Remove the hex bolt, nut and lock washer at the torque rod bracket and transaxle. See figure 18.
5. Remove the hex bolt which holds the torque rod bracket to the torque rod, and remove bracket. See figure 18.

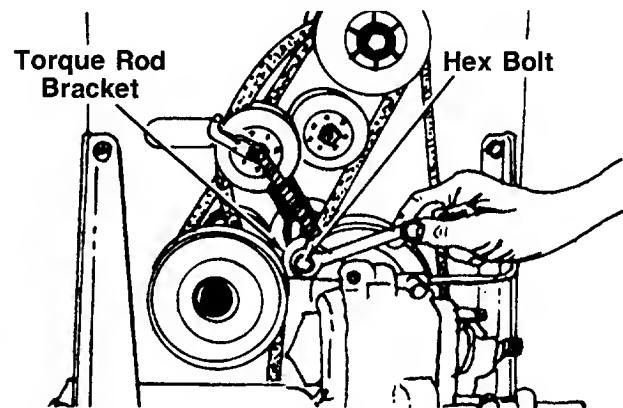


FIGURE 18.

6. Slip the "V"-belt off the variable speed pulley and transaxle pulley. See figure 19.

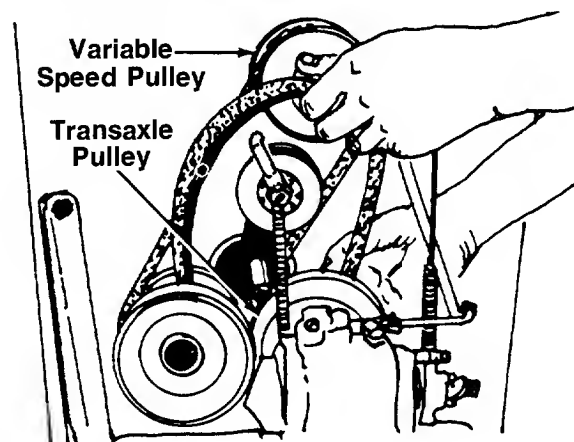


FIGURE 19.

7. Remove two hex bolts, nuts and lock washers from the engine pulley belt guard at lawn tractor frame to allow the engine pulley belt guard to drop down out of the way. See figure 20.

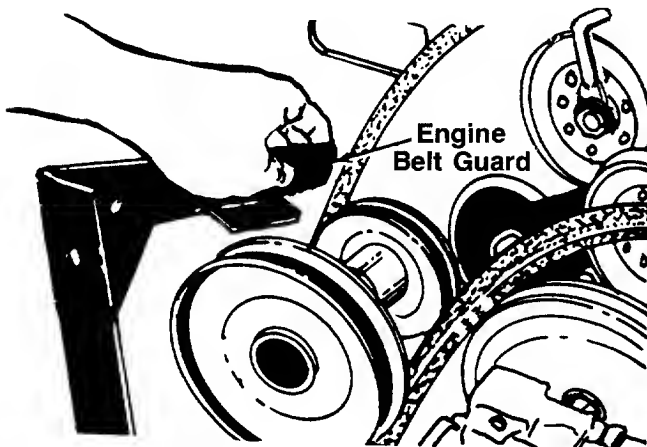


FIGURE 20.

8. Remove the idler pulley by removing the hex lock nut. See figure 21.

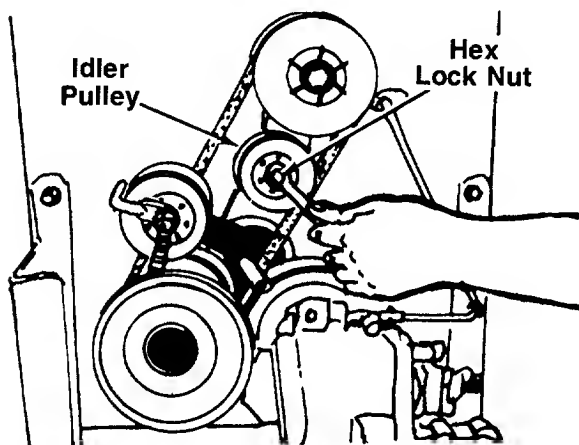


FIGURE 21.

9. Remove and replace the "V"-belt. See figure 22.

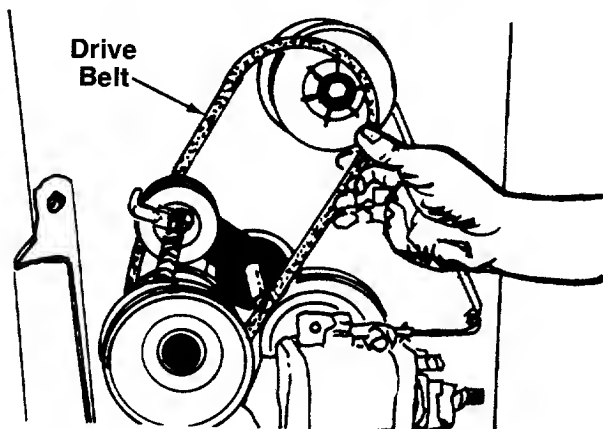


FIGURE 22.

10. Upon reassembly of idler pulley, be certain the hub side of idler goes against the idler bracket. See figure 23.

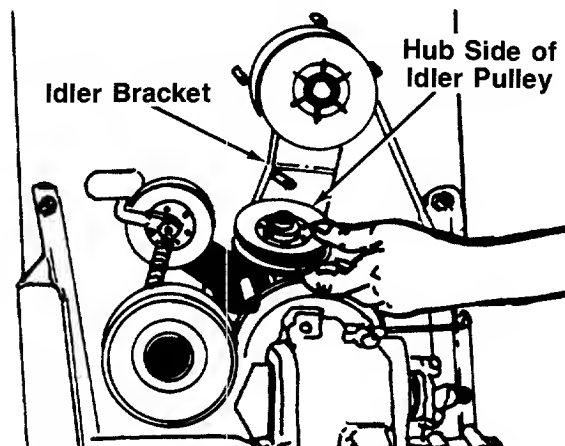


FIGURE 23.

11. When sliding the idler pulley on the idler bracket, be certain the belt is between the pulley and guide pin. See figure 24.

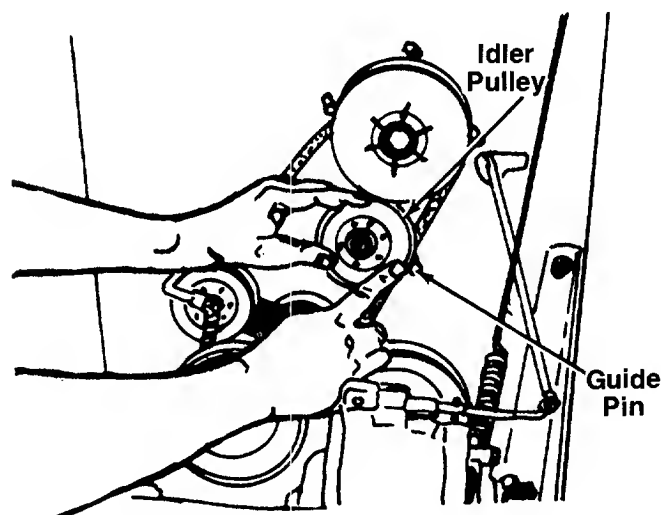


FIGURE 24.

12. Reverse the above steps (paying close attention to steps 10 and 11) when reassembling the new belts.

NOTE: Be certain all belts are inside belt guards and keepers. Also, be sure to reassemble the safety wire at the deck chute.

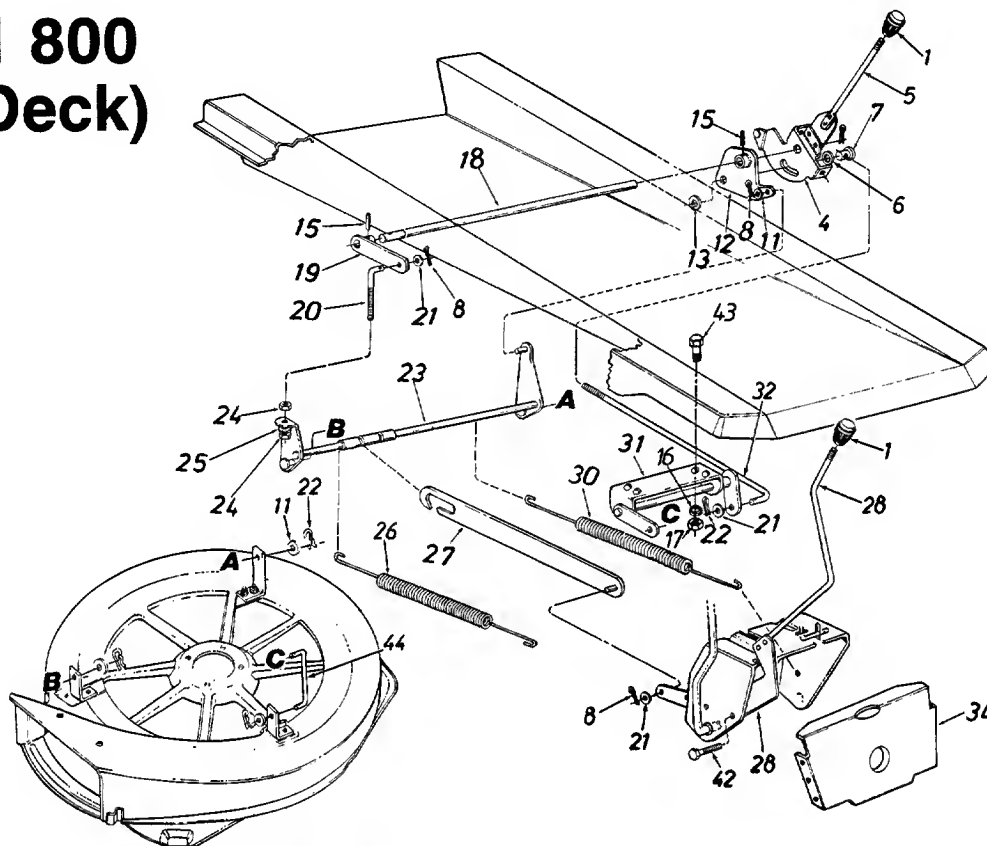
OFF-SEASON STORAGE

If the machine is to be inoperative for a period longer than 30 days, prepare for storage as follows.

1. Clean the engine and the entire unit thoroughly.

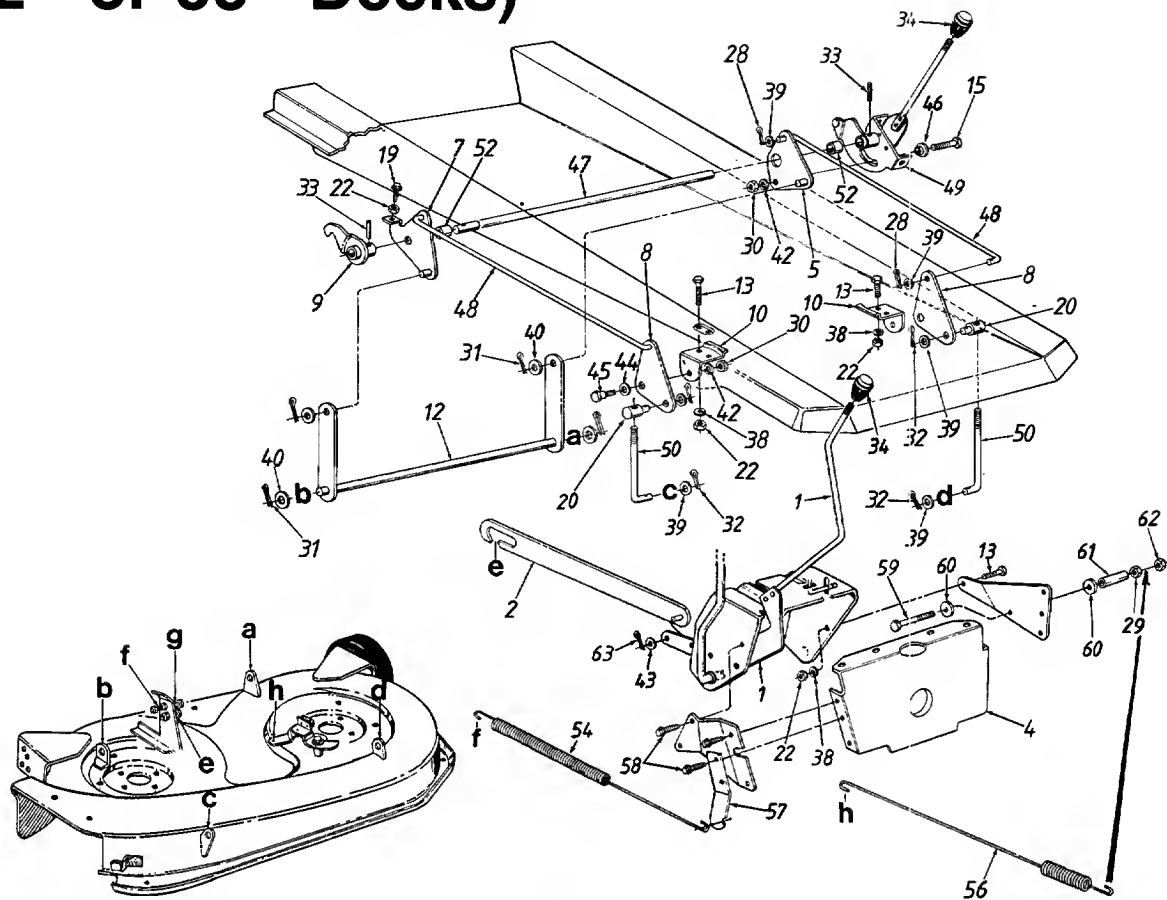
5. Store unit in a clean, dry area.

Model 800 (30" Deck)



| REF. NO. | PART NO. | CODE | DESCRIPTION | REF. NO. | PART NO. | CODE | DESCRIPTION |
|----------|----------|------|--|----------|----------|------|---|
| 1 | 720-0232 | N | Knob | 22 | 714-0145 | N | Intern. Cotter Pin 1/2" Dia. |
| 4 | 703-1916 | | Deck Lift Handle Ass'y. | 23 | 15600A | | Deck Link Ass'y.—Rear |
| 5 | 714-0162 | | Cotter Pin 5/32" Dia. | 24 | 712-0798 | | Hex Nut 3/8-16 Thd.* |
| 6 | 736-0187 | | FI-Wash. .385" I.D. x .87" O.D. | 25 | 736-0169 | | L-Wash. 3/8" I.D.* |
| 7 | 711-0749 | | Adj. Ferrule Deck Lift Handle | 26 | 732-0540 | | Extension Spring .73" O.D. x 13.84" Lg. |
| 8 | 714-0115 | | Cotter Pin 1/8" Dia. x 1.00" Lg.* | 27 | 15644A | | Deck Drive Control Bracket |
| 11 | 736-0300 | | FI-Wash. .385" I.D. x .87" O.D. | 28 | 703-1914 | | Deck Engagement Brkt. w/Handle |
| 12 | 15578 | | Deck Lift Brkt. Ass'y.—L.H. | 30 | 732-0540 | | Extension Spring .73" O.D. x 13.84" Lg. |
| 13 | 736-0162 | | FI-Wash. .635" I.D. x 1.04" O.D. | 31 | 15573A | | Deck Lift Ass'y.—Front |
| 15 | 715-0114 | | Spring Pin Spir. 1/4" Dia. x 1.50" Lg. | 32 | 747-0426 | | Deck Lift Connecting Rod |
| 16 | 736-0119 | | L-Wash. 5/16" I.D.* | 34 | 15613A | | Pivot Bar Bracket |
| 17 | 712-0267 | | Hex Nut 5/16-18 Thd.* | 42 | 710-0342 | | Hex Bolt 3/8-16 x 1.25" Lg. |
| 18 | 738-0550 | | Rear Hgt. Adj. Shaft | 43 | 710-0118 | | Hex Bolt 5/16-18 x .75" Lg. |
| 19 | 15609A | | Deck Lift Brkt. Ass'y.—R.H. | 44 | 747-0428 | | Deck Link 3.9" Lg. |
| 20 | 710-0866 | | Deck Adj. Scr. 3/8-16 Thd. | | | | |
| 21 | 736-0300 | | FI-Wash. .385" I.D. x .87" O.D. | | | | |

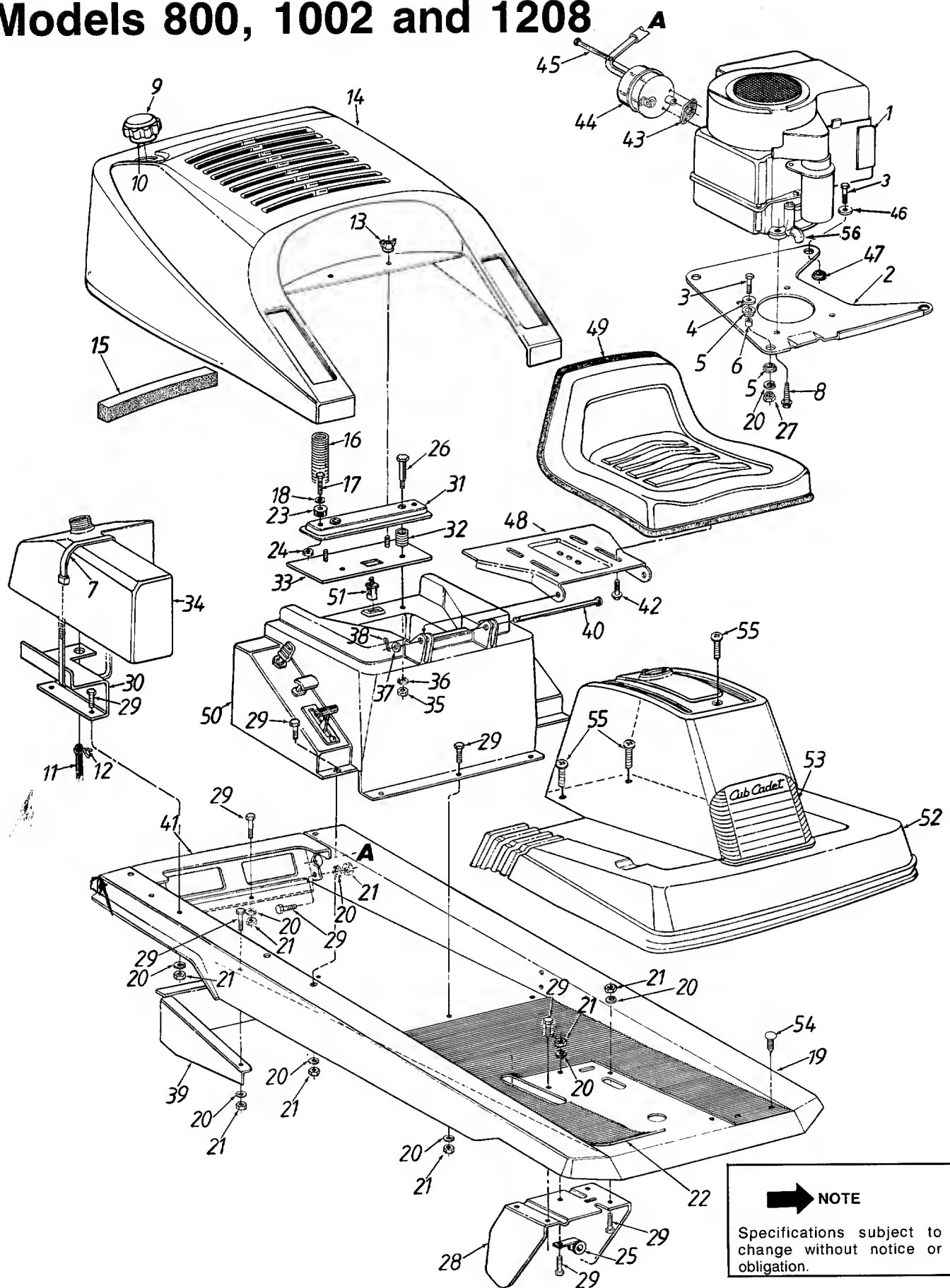
Models 1002 and 1208 (32" or 38" Decks)



PARTS LIST FOR MODELS 1002 AND 1208 LAWN TRACTORS WITH 32" OR 38" DECKS

| REF. NO. | PART NO. | CODE | DESCRIPTION | REF. NO. | PART NO. | CODE | DESCRIPTION |
|----------|-----------|------|--|----------|----------|------|--|
| 1 | 703-1914 | N | Deck Engagement Brkt. w/Handle | 38 | 736-0119 | | L-Wash 5/16" I.D. |
| 2 | 15644A | | Deck Drive Control Brkt. Ass'y. | 39 | 736-0140 | | FI-Wash. .385 I.D. x .62 |
| 4 | 15613A | | Pivot Bar Brkt. | 40 | 736-0156 | | FI-Wash. .635 I.D. x 1.12 |
| 5 | 17108 | | Deck Lift Brkt. Ass'y. | 42 | 736-0169 | | L-Wash. 3/8" I.D.* |
| 7 | 17111 | | Deck Lift Brkt. Ass'y. | 43 | 736-0300 | | FI-Wash. .385 I.D. x .87 O.D. |
| 8 | 17112 | | Deck Lift Bracket | 44 | 736-0232 | | Spring Washer .530 I.D. |
| 9 | 17114A | | Deck Lift Float Brkt Ass'y. | 45 | 738-0183 | | Shld. Bolt .500" Dia. x .215" |
| 10 | 17115 | | Deck Lift Pivot Brkt. | 46 | 738-0347 | | Shld. Spacer .625" I.D. |
| 12 | 17123 | | Stabilizer Shaft Ass'y. | 47 | 738-0550 | | Rear Hgt. Adj. Shaft |
| 13 | 710-0118 | | Hex Bolt 5/16-18 x .75" Lg. | 48 | 747-0557 | | Connecting Rod |
| 15 | 710-0253 | | Hex Bolt 3/8-16 x 1" Lg. | 49 | 703-1915 | N | Deck Lift Handle Ass'y. |
| 19 | 710-0817 | | Hex Wash.-Tap Scr. 5/16-18 x 1.25" Lg. | 50 | 747-0690 | | J-Bolt 5.4" Lg. |
| 20 | 711-0198 | | Ferrule | 52 | 750-0707 | | Spacer .885 I.D. |
| 22 | 712-0267 | | Hex Nut 5/16-18 Thd.* | 54 | 732-0531 | | Ext. Spring 22.05" Lg. |
| 28 | 714-0507 | | Cotter Pin 3/32" Dia. | 56 | 732-0563 | | Ext. Spring 15.38" Lg. |
| 29 | 712-0287 | | Hex Nut 1/4-20 Thd. | 57 | 17310 | | Spring Anchor |
| 30 | 712-0798 | | Hex Nut 3/8-16 Thd. | 58 | 710-0776 | | Hex Wash. Hd. AB-Tap Scr. 1/4 x .62" Lg. |
| 31 | 714-0101 | | Internal Cot. Pin 1/2" Dia. | 59 | 710-0102 | | Hex Bolt 1/4-20 x 2.5" Lg. |
| 32 | 714-0145 | | Int. Cot. Pins 3/8" Dia. | 60 | 736-0176 | | FI-Wash. .25" I.D. x .93" O.D. |
| 33 | 715-0114A | | Spring Pin Spir. 1/4" Dia. | 61 | 750-0583 | | Spacer .255" I.D. |
| 34 | 720-0232 | | Knob | 62 | 712-0291 | | Hex L-Nut 1/4-20 Thd. |
| | | | | 63 | 714-0115 | | Cotter Pin 1/8" Dia. |

Models 800, 1002 and 1208



Models 800, 1002 and 1208

PARTS LIST FOR MODELS 800, 1002 AND 1208

| REF. NO. | PART NO. | CODE | DESCRIPTION | REF. NO. | PART NO. | CODE | DESCRIPTION |
|----------|-------------|-------|--|----------|----------|------|--|
| 1 | — | | Engine | 30 | 703-1861 | N | Fuel Tank Support |
| 2 | 15572A | | Engine Mounting Plate | 31 | 703-1813 | N | Seat Spring Channel |
| 3 | 710-0158 | | Hex Bolt 5/16-24 x 1.25" Lg. | 32 | 732-3060 | N | Compression Spring .86" Lg. |
| 4 | 736-0231 | | Fl-Wash. .33" I.D. x 1.125" O.D. | 33 | 703-1863 | N | Hold Down Brkt. Ass'y. |
| 5 | 722-0153 | | Engine Mounting Grommet | 34 | 751-3084 | N | Fuel Tank |
| 6 | 750-0539 | | Spacer .315" I.D. x .5" O.D. | 35 | 712-0798 | | Hex Nut 3/8-16 Thd.* |
| 7 | 726-0209 | | Cable Tie 30.6" Lg. | 36 | 736-0169 | | L-Wash. 3/8" I.D.* |
| 8 | 710-0502A | | Hex Wash. Hd. Self-Tap Scr. 3/8-16 x 1.25" Lg. | 37 | 736-0226 | | Fl-Wash. .469" I.D. x .88" O.D. |
| 9 | 751-3071 | | Gas Cap | 38 | 714-0115 | | Cotter Pin 1/8" Dia. x 1.0" Lg. |
| 10 | 723-3003 | N | Gas Cap Gasket | 39 | 15552 | | Transaxle Support Assembly |
| 11 | 751-0535-15 | | Gas Line | 40 | 747-3152 | N | Seat Pivot Rod |
| 12 | 726-0205 | | Hose Clamp | 41 | 15571 | 498 | Rear Frame Panel |
| 13 | 712-0388 | | Wing Nut w/Washer 1/4-20 Thd. | 42 | 710-0623 | | Hex Wash. Hd. Tap Scr. 3/8-16 x .75" Lg. |
| 14 | 731-3126 | N | Rear Engine Cover | 43 | 721-0207 | | Exhaust Gasket (800) |
| 15 | 722-3013 | N | Foam Strip—2 Req'd. (800) | | 721-0208 | | Exhaust Gasket (1002 & 1208) |
| | 722-3014 | N | Foam Strip—2 Req'd. (1002 & 1208) | 44 | 751-0412 | | Muffler (800) |
| 16 | 732-3062 | N | Compression Spring 2.34" Lg. | | 751-0413 | | Muffler (1002 & 1208) |
| 17 | 710-3038 | N | Hex Bolt 5/16-18 x 7/8" Lg. (Gr. 5) | 45 | 738-0635 | | Shld. Bolt 3/8" Dia. x 3-5/8" (800) |
| 18 | 736-0159 | | Fl-Wash. .344" I.D. x .875" | | 738-0636 | | Shld. Bolt 7/16" Dia. x 3-5/8" (1002 & 1208) |
| 19 | 17671 | N/498 | Main Frame | 46 | 736-0343 | | Fl-Wash. .33" I.D. x 1.125" O.D. |
| 20 | 736-0119 | | L-Wash. 5/16" I.D.* | 47 | 736-0392 | | Flange Washer .32" I.D. x .5" |
| 21 | 712-0267 | | Hex Nut 5/16-18 Thd.* | 48 | 15607D | | Seat Pivot Bracket |
| 22 | 735-3032 | | Foot Pad | 49 | 757-0345 | | Seat Ass'y. |
| 23 | 722-0160 | | Elastomer Bushing | 50 | 731-3125 | N | Seat Support |
| 24 | 712-3009 | | Hex Cent. L-Nut 5/16-18 Thd. (Gr. 5) | 51 | 725-1441 | N | Safety Switch (Seat) |
| 25 | 726-0175 | | Clamp | 52 | 731-3127 | N | Front Console |
| 26 | 738-0145 | | Shld. Bolt .5" Dia. x .84 | 53 | 731-3128 | N | Headlight Lens |
| 27 | 712-0123 | | Hex Nut 5/16-24 Thd. | 54 | 726-3046 | N | Ratchet Fastener .25" Dia. x .75" Lg. |
| 28 | 17678 | N | Clutch Pedal Brkt. Ass'y. | 55 | 710-0748 | | Pan Hd. Tap Scr. #12 x .5" Lg. |
| 29 | 710-0118 | | Hex Bolt 5/16-18 x .75" Lg.* | 56 | 737-0125 | | 90° Elbow Male to Female |

*For faster service obtain standard nuts, bolts and washers locally. If these items cannot be obtained locally, order by part number and size as shown on parts list.

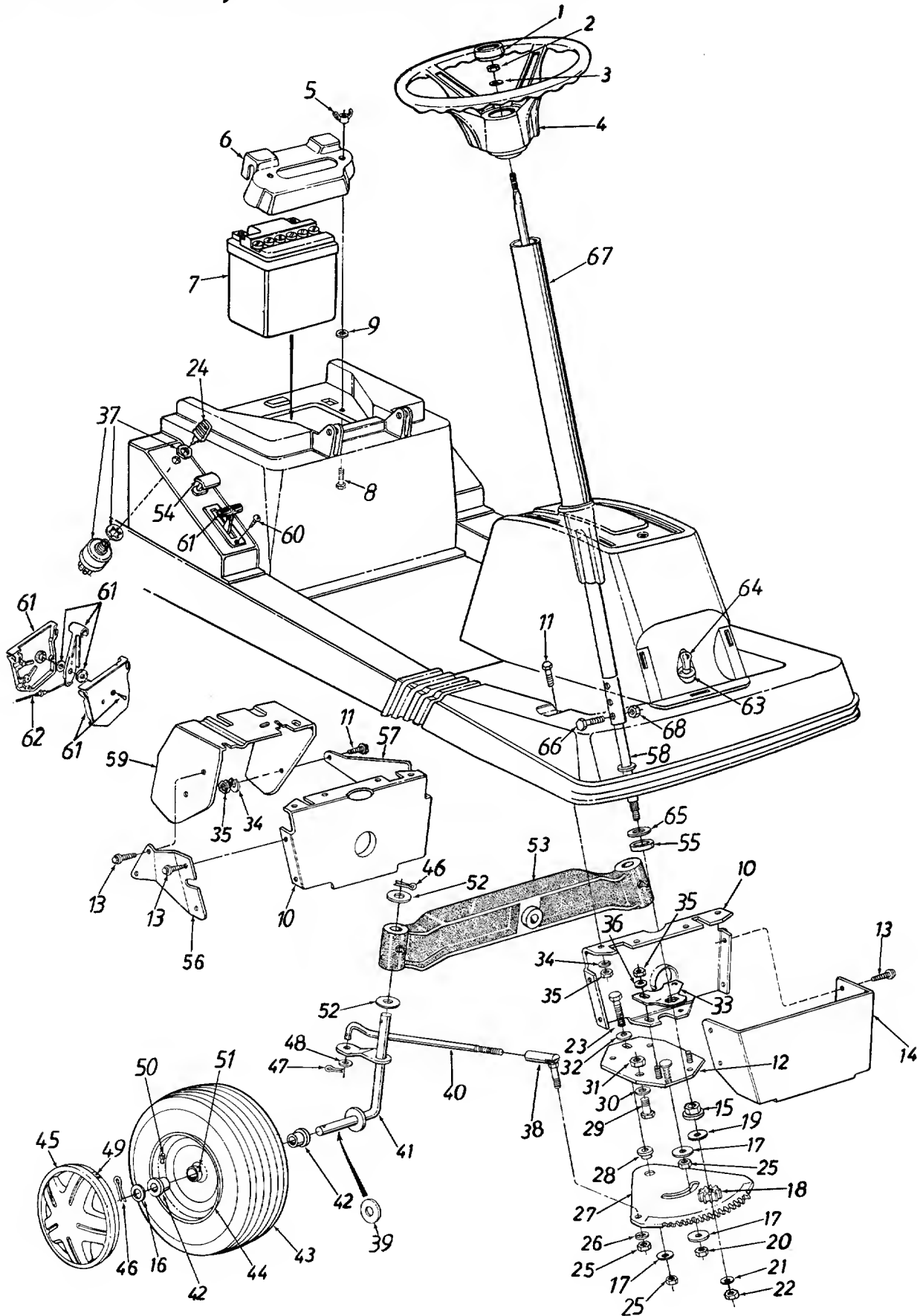
CODE: N notates a **new part** (not previously existing). A three digit number is the **color code** (use if color or finish is important when ordering parts) as shown below. [i.e., (part no.)-498 for Yellow Finish].

498—Yellow
499—Beige

Push nuts for script 726-3047 (6)
Engine Cover script w/ studs 779-3536

Striping around cover 777-8986 (one for each side)

Models 800, 1002 and 1208



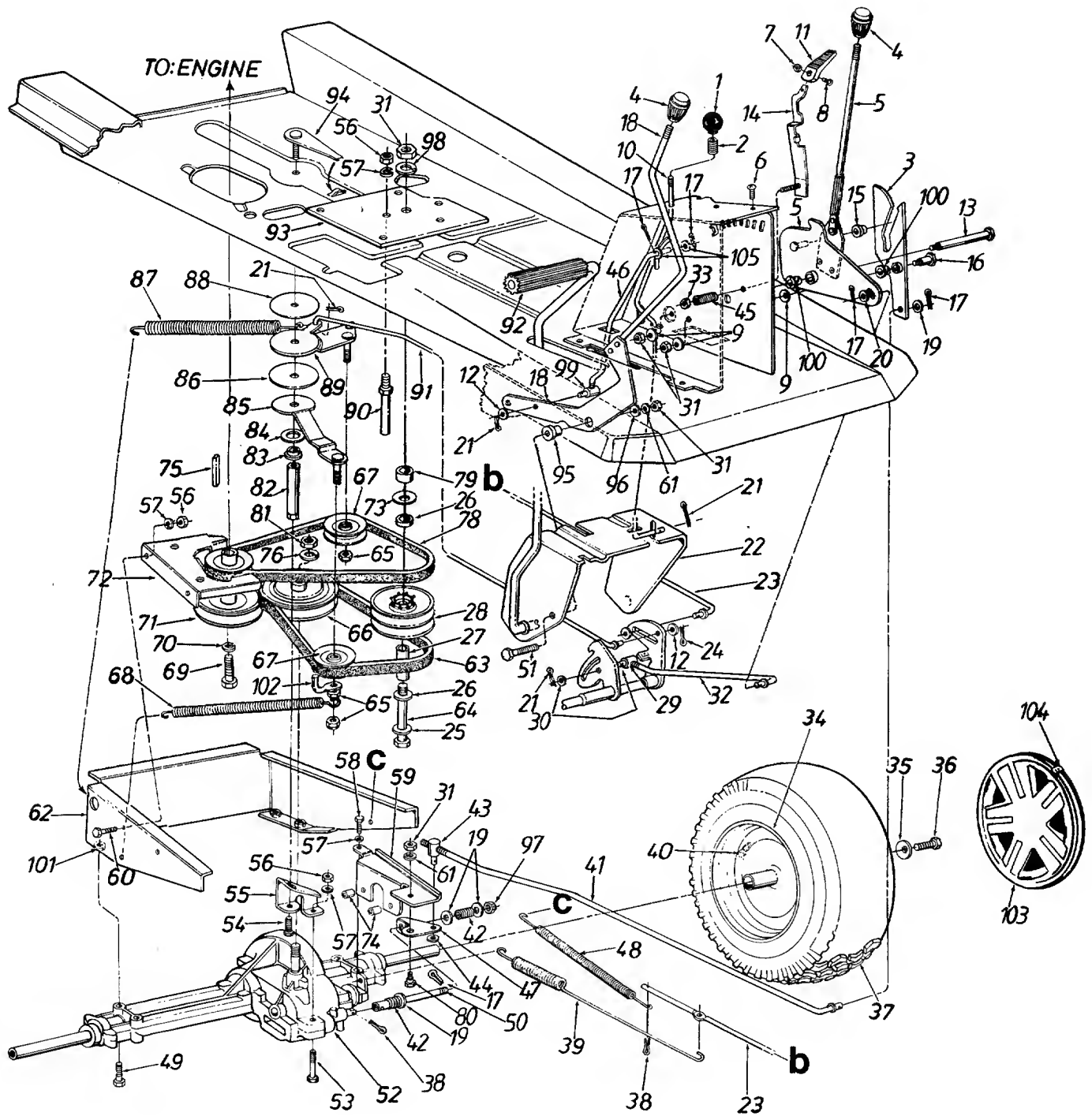
Models 800, 1002 and 1208

PARTS LIST FOR MODELS 800, 1002 AND 1208 LAWN TRACTORS

| REF. NO. | PART NO. | CODE | DESCRIPTION | REF. NO. | PART NO. | CODE | DESCRIPTION |
|----------|-----------|------|--|----------|-----------|------|---------------------------------------|
| 1 | 731-0220 | | Steering Wheel Cap | 35 | 712-0267 | | Hex Nut 5/16-18 Thd.* |
| 2 | 712-0237 | | Hex L-Nut 5/16-24 Thd. | 36 | 736-0271 | | Spr. Wash. .32" I.D. x .62" O.D. |
| 3 | 736-0242 | | Bell-Wash. .345" I.D. x .88" O.D. | 37 | 725-3163 | N | Ignition Switch |
| 4 | 731-0806A | | Steering Wheel Ass'y. | 38 | 723-0156 | | Ball Joint Ass'y. |
| 5 | 712-0113 | | Wing Nut 1/4-20 Thd. | 39 | 736-0187 | | Fl-Wash. .64" I.D. x 1.24" O.D. |
| 6 | 731-0708 | | Battery Hold Down Cover | 40 | 747-0417 | | Steering Tie Rod |
| 7 | 725-0514A | | 12V Battery | 41 | 703-1906 | N | Front Axle Ass'y.—R.H. |
| 8 | 710-0136 | | Hex Bolt 1/4-20 x 1.75" Lg. | | 703-1907 | N | Front Axle Ass'y.—L.H. (Not Shown) |
| 9 | 726-0231 | N | Push On Retaining Ring | 42 | 741-0353 | | Flange Bearing (Bronze) |
| 10 | 15613A | | Pivot Bar Bracket | 43 | 734-3089 | N | Wheel Ass'y. Comp. |
| 11 | 710-0118 | | Hex Bolt 5/16-18 x .75" Lg.* | | 734-3088 | N | Tire Only |
| 12 | 17653A | N | Steering Gear Support Brkt. Ass'y. | 44 | 734-1455 | | Rim Only |
| 13 | 710-0776A | | Hex Wash. Hd. AB-Tap Scr. 1/4 x .62" Lg. | 45 | 734-1610 | N | Hub Cap |
| 14 | 15608 | | Steering Gear Cover | 46 | 714-0470 | | Cotter Pin 1/8" Dia. x 1.25" Lg. |
| 15 | 741-0225 | | Hex Flange Bearing | 47 | 714-0115 | | Cotter Pin 1/8" Dia. x 1.0" Lg. |
| 16 | 736-0285 | | Fl-Wash. .635" I.D. x 1.585" | 48 | 736-0300 | | Fl-Wash. .385" I.D. x .87" O.D. |
| 17 | 736-0320 | | Fl-Wash. .385" x 1.37" O.D. | 49 | 727-0425 | | Spring Clip |
| 18 | 748-0290 | | Steering Pinion Gear | 50 | 734-0255 | | Air Valve |
| 19 | 736-0272 | | Fl-Wash. .510" I.D. x 1.0" O.D. | 51 | 737-0146 | | Grease Fitting |
| 20 | 712-0116 | | Hex L-Nut 3/8-24 Thd. | 52 | 736-0188 | | Fl-Wash. .76" I.D. x 1.49" O.D. |
| 21 | 736-0275 | | Fl-Wash. .34" I.D. x .68" O.D. | 53 | 719-3081 | N | Front Pivot Axle |
| 22 | 712-0123 | | Hex Nut 5/16-24 Thd. | 54 | 746-3021 | N | Choke Control |
| 23 | 710-0459 | | Hex Bolt 3/8-24 x 1.5" Lg. (Gr. 5) | 55 | 750-0532 | | Spacer .985" I.D. x 1.25" |
| 24 | 703-1354A | N | Ignition Key | 56 | 15694A | N | Reinforcement Brkt.—R.H. |
| 25 | 712-0241 | | Hex Nut 3/8-24 Thd. | 57 | 15699A | | Reinforcement Brkt.—L.H. |
| 26 | 736-0169 | | L-Wash. 3/8" I.D.* | 58 | 738-3089 | N | Steering End Adapter |
| 27 | 717-0472A | N | Steering Gear Segment | 59 | 17678 | N | Clutch Pedal Brkt. Ass'y. |
| 28 | 738-0541 | | Shld. Spacer | 60 | 710-0779A | | Truss Mach. AB-Tap Scr. #10 x .5" Lg. |
| 29 | 710-0689 | | Hex Bolt (Nylon) 1/2-13 x .75" Lg. | 61 | 831-0823A | | Throttle Control Box Ass'y. 26" |
| 30 | 736-0160 | | Fl-Wash. .53" I.D. x .93" O.D. | 62 | 746-0690 | | Throttle Control Wire 39" Lg. |
| 31 | 712-0206 | | Hex Nut 1/2-13 Thd.* | 63 | 725-1058A | | Headlight Socket |
| 32 | 736-0105 | | Bell-Wash. .385" I.D. x .88" | 64 | 725-0963 | | Lamp |
| 33 | 17656A | N | Steering Gear Adjuster | 65 | 736-0187 | | Fl-Wash. .64" I.D. x 1.24" |
| 34 | 736-0119 | | L-Wash. 5/16" I.D.* | 66 | 710-0958 | | Hex Bolt 1/4-20 x 1.25" Lg. |
| | | | | 67 | 703-1911 | N | Steering Shaft Ass'y. |
| | | | | 68 | 712-0324 | | Hex L-Nut 1/4-20 Thd. |

*For faster service obtain standard nuts, bolts and washers locally.
If these items cannot be obtained locally, order by part number and size as shown on parts list.

Models 800, 1002 and 1208



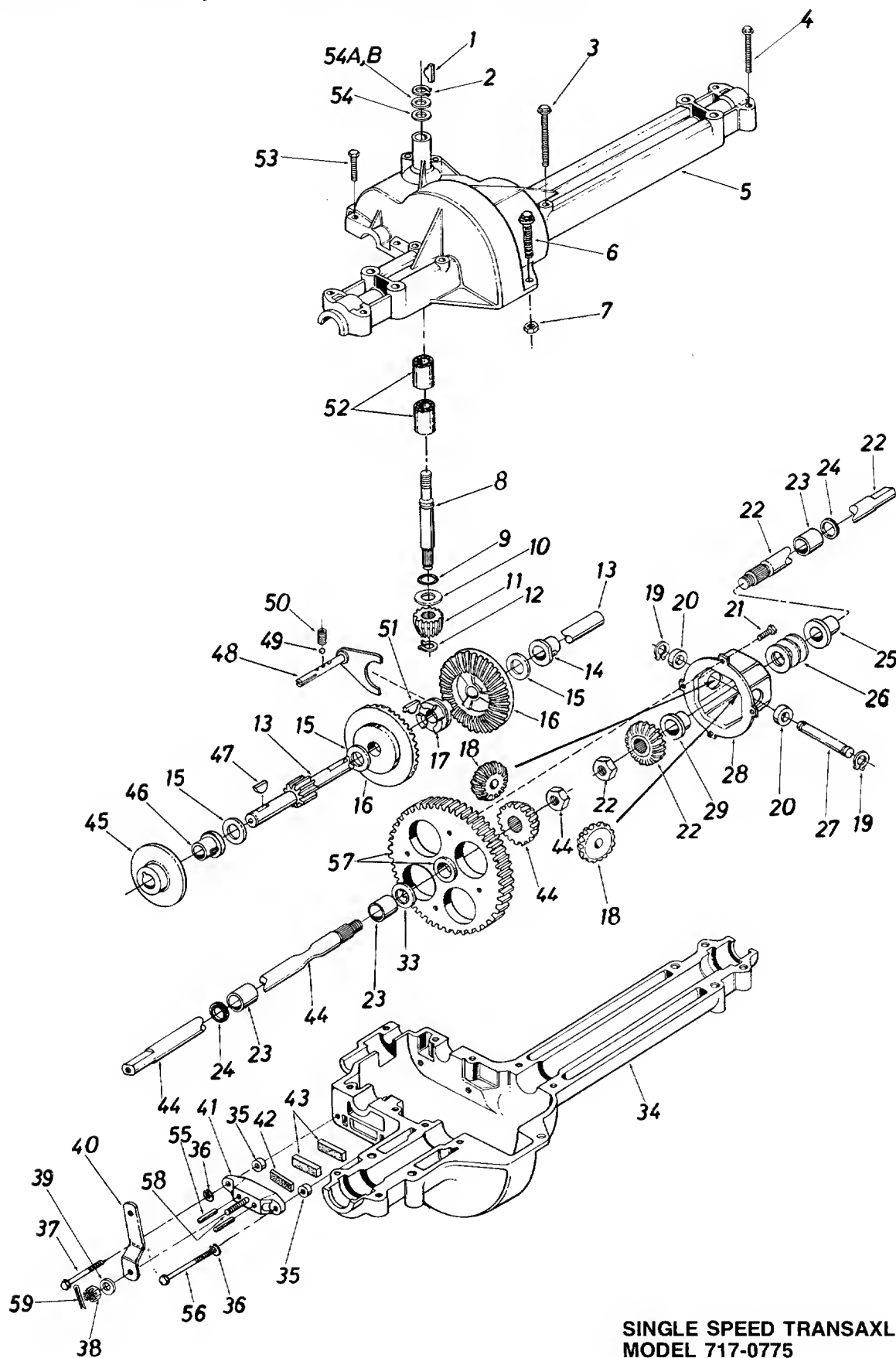
Models 800, 1002 and 1208

PARTS LIST FOR MODELS 800, 1002 AND 1208

| REF. NO. | PART NO. | CODE | DESCRIPTION | REF. NO. | PART NO. | CODE | DESCRIPTION |
|----------|----------|------|---------------------------------|----------|----------|------|--|
| 1 | 720-0187 | | Ball Knob 1/4-20 Thd. | 54 | 710-0180 | | Hex Bolt 3/8-24 x .75" Lg. |
| 2 | 732-0335 | | Compression Spring | 55 | 15564A | | Torque Rod Bracket |
| 3 | 703-1903 | N | Cam Follower Ass'y. | 56 | 712-0287 | | Hex Nut 1/4-20 Thd.* |
| 4 | 720-0232 | | Shift Knob | 57 | 736-0329 | | L-Wash. 1/4" I.D.* |
| 5 | 703-1913 | N | Shift Cam w/Handle | 58 | 710-0965 | | Self-Tap Mach. Scr. 1/4-20 x 1.37" Lg. |
| 6 | 710-0748 | | Pan Hd. Tap Scr. #12 x .5" Lg. | 59 | 703-1909 | N | Gear Shift Support Brkt. |
| 7 | 712-0142 | | Hex Nut #8-32 Thd. | 60 | 710-0597 | | Hex Bolt 1/4-20 x 1.0" Lg. |
| 8 | 710-3217 | N | Truss Hd. Scr. #8-32 x .38" Lg. | 61 | 736-0169 | | L-Wash. 3/8" I.D.* |
| 9 | 736-0219 | | Bell-Wash. .4" I.D. | 62 | 15552 | | Transaxle Support Ass'y. |
| 10 | 747-3143 | N | Parking Brake Rod | 63 | 754-0240 | | "V"-Belt |
| 11 | 731-3106 | N | Knob | 64 | 710-0693 | | Hex Bolt 3/8-16 x 4.5" Lg. |
| 12 | 736-0275 | | Fl-Wash. .34" I.D. x .68" O.D. | 65 | 712-0116 | | Hex L-Nut 3/8-24 Thd. |
| 13 | 738-3088 | N | Shld. Bolt .5" Dia. x 3.9" Lg. | 66 | 756-0390 | | "V"-Pulley 6" O.D. |
| 14 | 703-1919 | N | Speed Control Brkt. Ass'y. | 67 | 756-0116 | | "V"-Belt Idler |
| 15 | 748-0241 | | Shld. Spacer .38" I.D. | 68 | 732-0308 | | Ext. Spring 6.37" Lg. |
| 16 | 738-0297 | | Shld. Bolt .498" Dia. x .71" | 69 | 710-0314 | | Hex Bolt 7/16-20 x 1.0" Lg. |
| 17 | 714-0144 | | Cotter Pin 1/8" Dia. x 1" Lg. | 70 | 736-0171 | | L-Wash. 7/16" I.D.* |
| 18 | 703-1914 | N | Deck Engagement Brkt. w/Handle | 71 | 756-0391 | | Engine Pulley (800) |
| 19 | 736-0185 | | Fl-Wash. .406" I.D. x .75" | | 756-0509 | | Engine Pulley (1002) |
| 20 | 736-0264 | | Fl-Wash. .344" I.D. x .62" | | 756-0512 | | Engine Pulley (1208) |
| 21 | 714-0507 | | Cotter Pin 3/32" Dia. x .75" | 72 | 15623 | | Upper Belt Guard |
| 22 | 17678 | N | Clutch Pedal Brkt. Ass'y. | 73 | 712-0219 | | Bell-Wash. .40" I.D. x 1.12" O.D. |
| 23 | 747-0431 | | Brake Rod | 74 | 750-0686 | | Spacer .256" I.D. x .5" O.D. |
| 24 | 714-0115 | | Cotter Pin 1/8" Dia. x 1.0" | 75 | 714-0114 | | Sq. Key 1/4" x 2.0" Lg. |
| 25 | 736-0247 | | Fl-Wash. .406" I.D. x 1.125" | 76 | 736-0921 | | L-Wash. 1/2" I.D.* |
| 26 | 741-0405 | | Thrust Brg. .56" I.D. | 78 | 754-0241 | | "V"-Belt |
| 27 | 750-0705 | | Spacer Sleeve 2.71" Lg. | 79 | 750-0706 | | Spacer .38" I.D. x 1.0" O.D. |
| 28 | 717-0884 | | Variable Speed Pulley Ass'y. | 80 | 738-0147 | | Shld. Bolt .5" Dia. x .170" Lg. |
| 29 | 711-0677 | | Ferrule | 81 | 712-0922 | | Hex Nut 1/2-20 Thd.* |
| 30 | 736-0195 | | Fl-Wash. .344" I.D. x .88" | 82 | 711-0676 | | Torque Rod |
| 31 | 712-0798 | | Hex Nut 3/8-16 Thd.* | 83 | 748-0294 | | Flange Bearing .378" I.D. |
| 32 | 747-3147 | N | Speed Control Rod | 84 | 736-0187 | | Fl-Wash. .64" I.D. x 1.24" O.D. |
| 33 | 712-0273 | | Hex Nut 5/16-24 Thd. | 85 | 15569B | N | Idler Bracket Ass'y. |
| 34 | 734-0594 | | Rim Only | 86 | 736-0283 | | Thrust Washer .635" I.D. |
| 35 | 736-0242 | | Bell-Wash. .345" I.D. x .88" | 87 | 732-0556 | | Extension Spring 7.58" Lg. |
| 36 | 710-0627 | | Hex L-Bolt 5/16-24 x .75" Lg. | 88 | 736-0284 | | Thrust Wash. .385" I.D. |
| 37 | 734-0591 | | Wheel Ass'y. Comp. | 89 | 15585 | | Idler Bracket Ass'y. For Clutch |
| | 734-0275 | | Tire Only | 90 | 711-0747 | | Belt Guard Pin |
| 38 | 714-0470 | | Cotter Pin 1/8" Dia. x 1.25" | 91 | 747-0560 | | Clutch Rod |
| 39 | 732-0389 | | Extension Spring 17" Lg. | 92 | 735-0196 | | Foot Pad |
| 40 | 734-0255 | | Air Valve | 93 | 17713 | N | Mtg. Brkt. Variable Pulley |
| 41 | 747-3150 | N | Shift Rod | 94 | 15642 | | Weld Bolt Brkt. Ass'y. |
| 42 | 732-3065 | N | Compression Spring 1.2" Lg. | 95 | 738-0541 | | Shld. Spacer .622" Dia. x .218" |
| 43 | 711-0198 | | Adjustment Ferrule | 96 | 736-0133 | | Fl-Wash. .406" I.D. x 1.25" O.D. |
| 44 | 736-0344 | | Fl-Wash. .39" I.D. x 1.0" | 97 | 712-0375 | | Hex Cent. L-Nut 3/8-16 Thd. |
| 45 | 732-0430 | | Compression Spring 1.04" Lg. | 98 | 736-0217 | | L-Wash. 3/8" I.D. (Heavy Duty) |
| 46 | 747-3151 | N | Reverse Lockout Rod | 99 | 711-0628 | | Ferrule |
| 47 | 703-1908 | N | Gear Shift Brkt. | 100 | 741-0491 | | Flanged Nyliner Brg. |
| 48 | 732-0487 | | Extension Spring 8.25" Lg. | 101 | 712-0265 | | Hex Sems Nut 5/16-18 Thd. |
| 49 | 710-0378 | | Hex Bolt 5/16-18 x 2.5" Lg. | 102 | 747-0758 | N | Belt Guard |
| 50 | 711-3300 | N | Shift Fork Extension | 103 | 734-1614 | N | Hub Cap |
| 51 | 710-0342 | | Hex Bolt 3/8-16 x 1.25" Lg. | 104 | 727-0425 | | Spring Clip |
| 52 | 717-0775 | | Transaxle (See Breakdown) | 105 | 736-0159 | | Fl-Wash. .344" I.D. x .875" O.D. |
| 53 | 710-0136 | | Hex Bolt 1/4-20 x 1.75" Lg.* | | | | |

*For faster service obtain standard nuts, bolts and washers locally.
If these items cannot be obtained locally, order by part number and size as shown on parts list.

Models 800, 1002 and 1208



SINGLE SPEED TRANSAXLE—L.H.
MODEL 717-0775

Models 800, 1002 and 1208

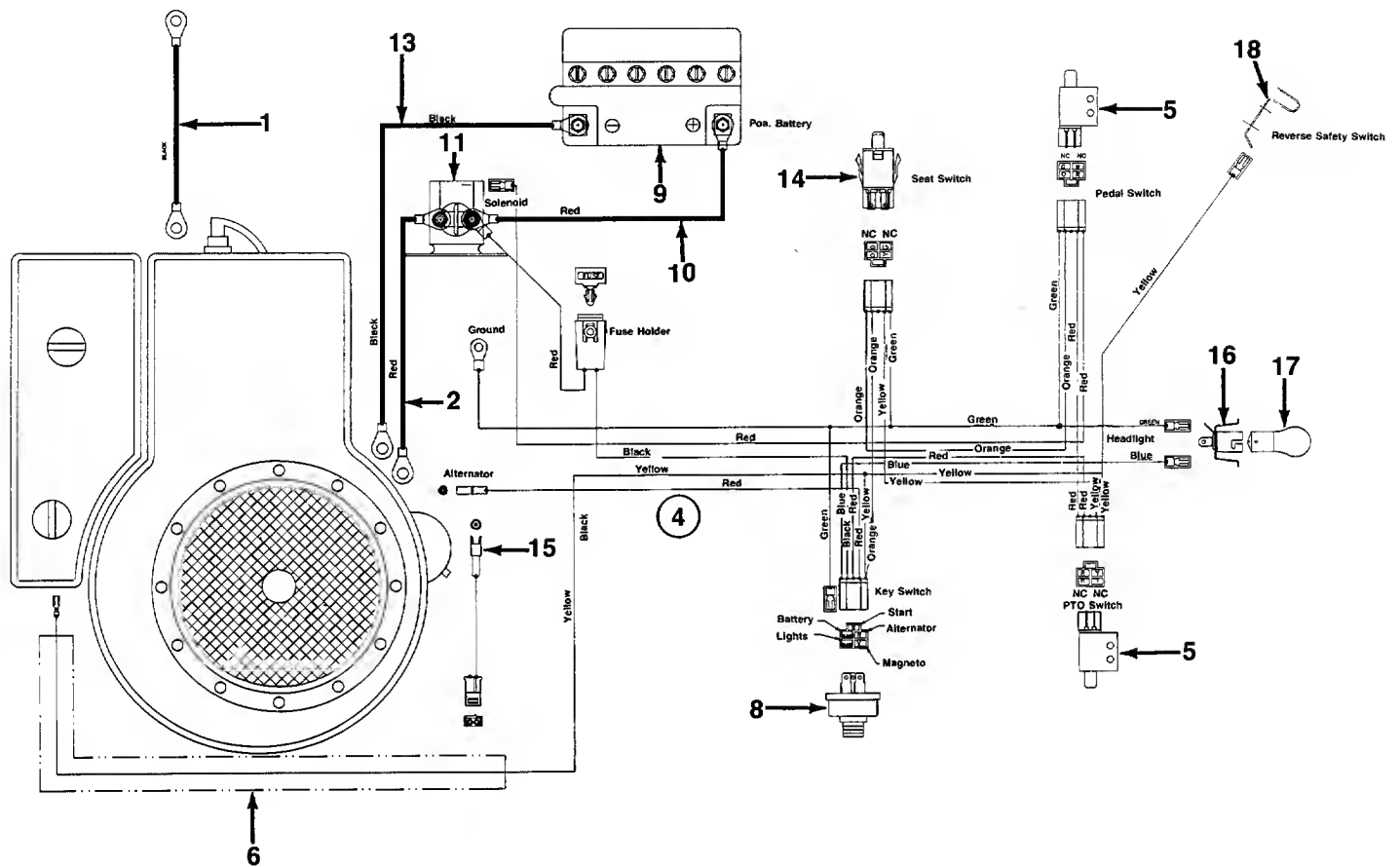
PARTS LIST FOR SINGLE SPEED TRANSAXLE LEFT HAND 717-0775

| EF. NO. | PART NO. | CODE | DESCRIPTION | REF. NO. | PART NO. | CODE | DESCRIPTION |
|------------|-------------|------|--|-------------|-------------|------|---|
| 1 | 714-0129 | | #4 Hi-Pro Key 3/32 x 5/8" Dia. | 34 | 717-0761 | | Lower Housing |
| 2 | 716-0115 | | Snap Ring .625" Shaft | 35 | 750-0555 | | Spacer .53" O.D. x 3/8" Lg.† |
| 3 | 710-0854 | | Hex Bolt 1/4-20 x 1.75" Lg.* | 36 | 736-0329 | | L-Wash. 1/4" I.D.*† |
| 4 | 710-0378 | | Hex Bolt 5/16-18 x 2.5" | 37 | 710-0886 | | Hex Bolt 1/4-20 x 1.50" Lg. (Grade 5)† |
| 5 | 717-0764 | | Upper Housing | | | | Castle Nut 5/16-24 Thd.† |
| 6 | 710-0889 | | Hex Fl-Bolt 1/4-20 x .88" Lg.* | 38 | 712-0335 | | Fl-Wash. .344" I.D. x .875" O.D.† |
| 7 | 712-0287 | | Hex Nut 1/4-20 Thd.* | 39 | 736-0159 | | Actuating Arm† |
| 8 | 717-0634 | | Input Shaft | | | | Brake Yoke† |
| 9 | 721-0178 | | Square Seal 5/8" I.D. | 40 | 717-0772 | | Puck Plate† |
| 10 | 736-0335 | | Thrust Washer 5/8" I.D. x 1.25" O.D. | 41 | 717-0679 | | Brake Puck† |
| | | | | 42 | 717-0682 | | Axle L.H. Ass'y.—Kit |
| 11 | 717-0633 | | Pinion Input 14T | 43 | 717-0678 | | Brake Disc† |
| 12 | 716-0108 | | Retaining Ring 7/16" Ext. | 44 | 717-0765 | | Flange Bearing 5/8" I.D. x 15/16" Lg. |
| 13 | 717-0768 | | Drive Shaft | 45 | 717-0677 | | Woodruff Key 3/16 x 5/8 HT |
| 14 | 741-0336 | | Flange Brg. 5/8" I.D. x 3/4" Lg.* | 46 | 741-0337 | | Shift Fork Ass'y. |
| | ** | | Fl-Wash. (See Below) | 47 | 714-0161 | | Ball Detent .250" Dia. |
| 16 | 717-0757 | | Bevel Gear 42T | 48 | 717-0754 | | Spring Detent |
| 17 | 717-0667 | | Clutch Collar | 49 | 741-0862 | | #9 Hi-Pro Key 3/16" x 3/4" Dia. HT |
| 18 | 717-1020 | | Miter Gear 15T (H.D.) | 50 | 732-0863 | | Needle Brg. 5/8" I.D. x 1/2" Lg. |
| 19 | 716-0142 | | Snap Ring | 51 | 714-0169 | | Hex Bolt 1/4-20 x 1.00" Lg. |
| 20 | 717-0690 | | Thrust Bearing 1/2" I.D. x 1.0" O.D. | 52 | 741-0335 | | Fl-Wash. 5/8" I.D. x .030 |
| | | | | | | | Fl-Wash. 5/8" I.D. x .040 |
| 21 | 710-0862 | | Pan Head Scr. 1/4-20 x .50" Lg. w/Patch | 53 | 710-0855 | | Actuating Pin 5/16" Dia.† |
| 22 | 717-0766 | | Axle R.H. Ass'y.—Kit | 54 | 736-0336 | | Hex Bolt 1/4-20 x 2.50" Lg. (Grade 5)† |
| 23 | 741-0340 | | Sleeve Bearing 3/4" I.D. x 1.0" Lg. | 54A | 736-0337 | | Differential Gear 72T Ass'y. w/Bearing |
| | | | | 55 | 741-0343 | | Sq. Hd. Bolt 5/16-24 Thd.† |
| 24 | 721-0179 | | Oil Seal 3/4" I.D. | 56 | 710-0966 | | Cotter Pin 3/32" Dia. x .50" Lg.† |
| 25 | 741-0339 | | Flange Bearing 3/4" I.D. x 15/16" Lg. | 57 | 717-0767 | | Grease—Shell (10 oz.) |
| 26 | 736-0188 | | Fl-Wash. .760" I.D. x 1.49" O.D. | 58 | 717-0681 | | |
| 27 | 717-0673 | | Cross Shaft | 59 | 1544-013 | | |
| 28 | 717-0777 | | Differential Housing Ass'y. | | | | |
| 29 | — | | Part of Ref. 28 | — | 737-0148 | | |
| 33 | 736-0188 | | Fl-Wash. .760" I.D. x 1.49" O.D. | | | | |

† Not part of transmission complete

** Ref. No. 15 736-0349 Fl-Wash. 5/8" I.D. x 1.0" O.D. x .020" Thk.
736-0336 Fl-Wash. 5/8" I.D. x 1.0" O.D. x .030" Thk.
736-0337 Fl-Wash. 5/8" I.D. x 1.0" O.D. x .040" Thk.

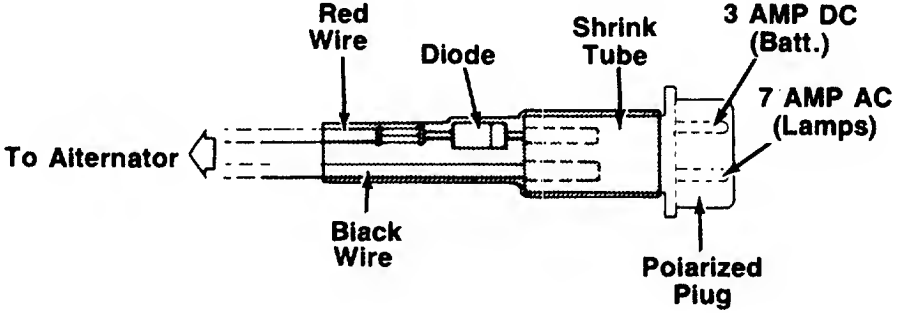
Models 800, 1002 and 1208



**PARTS LIST FOR ELECTRICAL SYSTEM
MODELS 800, 1002 AND 1208 LAWN TRACTORS**

| REF. NO. | PART NO. | CODE | DESCRIPTION |
|----------|-----------|------|-----------------------------|
| 1 | 725-0977 | | Elec. Wire 8 Ga. x 9.0" Lg. |
| 2 | 725-0424 | | Elec. Wire |
| 4 | 725-3175 | N | Wire Harness |
| 5 | 725-3169 | N | Safety Switch |
| 6 | 731-0757 | N | Convuluted Tubing 29" Lg. |
| 8 | 725-3163 | N | Ignition Switch |
| 9 | 725-0514A | | Battery 12V |
| 10 | 725-0929 | | Elec. Wire Red w/Boot |
| 11 | 725-1426 | N | Solenoid |
| 13 | 725-0979 | | Elec. Wire 8 Ga. x 17" Lg. |
| 14 | 725-1441 | N | Seat Switch |
| 15 | 725-1437 | N | Adapter Harness (1208) |
| | 725-1436 | N | Adapter Harness (1002) |
| 16 | 725-1058A | | Headlight Socket |
| 17 | 725-0963 | | Lamp |
| 18 | 725-1303 | | Safety Switch |

TROUBLE SHOOTING CHART

| TROUBLE | LOOK FOR | REMEDY |
|----------------------------------|--|--|
| Engine will not crank | Battery installed incorrectly | The battery must be installed with the negative terminal, identified at the terminal post by (Neg, N or -), grounded. The positive terminal (Pos, P or +) attaches to the large cable from the solenoid. The small red wire from the fuse holder or circuit breaker is also attached to the positive terminal. |
| | Blown fuse or circuit breaker | Replace fuse with 7½ amp. fuse ¼ x 1¼" lg. Circuit breaker will reset itself when it cools off. Fuses or circuit breakers seldom open or fail without a reason. The problem must be corrected. Check for loose connections in the fuse holder. Replace fuse holder if necessary. A dead short may be in the cranking or charging circuit where the insulation may have rubbed through and exposed the bare wire. Replace the wire or repair with electrician's tape if the wire strands have not been damaged. Note: Look for a wire pinched between body panels, burned by the exhaust pipe or muffler or rubbed against a moving part. |
| | Battery is dead or weak | <p>Use a hydrometer to check the condition of the battery. The Specific Gravity (s.g.) should be 1.265 at 80°F. (1.215 s.g. minimum needed for cranking engine). The reason for the battery failing must be determined. (1) Defective battery. Battery will not accept or hold a full charge. (2) Short circuit. Check for grounded wire. (3) Charging system not working.</p> <p>The charging system is an alternator located under the flywheel. It is unregulated and rated 3 amp. at 3600 r.p.m. A diode (rectifier) is located in the output lead just before the wire harness plug on the engine side.</p> <div style="text-align: center;">  <p>The diagram shows a cross-section of the wiring harness. On the left, a red wire is labeled 'Red Wire' and 'To Alternator'. It passes through a 'Diode' and a 'Shrink Tube'. On the right, a black wire is labeled 'Black Wire'. Further right, there is a 'Polarized Plug' with two terminals: '3 AMP DC (Batt.)' and '7 AMP AC (Lamps)'.</p> </div> <p>The diode changes A.C. to D.C. to charge the battery. A bad diode can either fail to charge the battery or discharge the battery if the alternator is shorted as well as the diode. To test: (1) Disconnect charger lead from the battery (small red wire). (2) Connect 12 V small test lamp between the 3 amp. D.C. charge lead and the positive terminal of the battery. (3) With the engine off, the lamp should not light. If it does, the diode and possibly the alternator should be replaced. (4) Start the engine. The lamp should light. If it does not, the alternator (stator) or lead wire is bad and should be replaced.</p> |
| | Mechanical failure (Wires and switches) | The interlock system includes two mechanical activated switches which are wired in series in the circuit used to energize the starter solenoid. While testing the interlock system, you will make the mower temporarily unsafe by permitting the engine to be started with the blade and clutch engaged. WARNING: While testing, disengage the clutch, shut off the blade control, set the parking brake and place the gear shift lever in neutral. Attach a wire (minimum 18 gauge) to the positive terminal of the battery and touch the other end to the small terminal on the solenoid. If the engine does not crank: (1) There is a loose connection or poor ground. (2) The solenoid may be bad. The solenoid can be checked by using a heavy wire (#8 gauge minimum) and jumping between the two large terminals. If the engine cranks, the solenoid is bad. (3) If the engine does not crank when you jump the solenoid, have the starter motor tested by an authorized engine dealer. If the engine does crank, the problem is with one of the safety switches, ignition switch or the wire between the fuse holder (or circuit breaker) and the small terminal on the solenoid. Note: Look for a poor connection at the switches or a defective switch. Replace if necessary. |
| Engine cranks but will not start | Throttle or choke not in starting position | Check owner's guide for correct position for throttle control and choke for starting. |
| | No spark to spark plug | <p>Spark plug lead disconnected. Connect lead. Hold spark plug lead away from engine block about 1/8". Crank engine. There should be a spark. If not, have engine repaired at authorized engine service dealer.</p> <p>Faulty spark plug. To test, remove spark plug. Attach spark plug lead to spark plug. Ground the spark plug body against the engine block. Crank the engine. The spark plug should fire at the electrode. Replace if it does not.</p> |

TROUBLE SHOOTING CHART (continued)

| TROUBLE | LOOK FOR | REMEDY |
|---|--|--|
| | No fuel to the carburetor | Gasoline tank empty. Fill. Fuel line or in-line fuel filter plugged. Remove and clean fuel line. Replace filter if necessary. |
| | Air filter dirty | If the air cleaner is dirty, the engine may not start. Clean or replace as recommended by the engine manufacturer. |
| Engine smokes | Engine loses crankcase vacuum | Dipstick not seated or broken. Replace defective part. Engine breather defective. Replace. |
| Excessive vibration | Bent or damaged blade spindle | Stop engine immediately. Check all pulleys, blade adapters, keys and bolts for tightness and damage. Tighten or replace any damaged parts. |
| | Bent blade | Stop engine immediately. Replace damaged blade. Only use original equipment blades. |
| Mower will not discharge grass or leaves uncut strips | Engine speed low Transmission selection Blades short or dull | Throttle must be set between 3/4 and full throttle. Use lower transmission speed. The slower your ground speed, the better the quality of cut. Sharpen or replace blades (uncut strip problem only). |

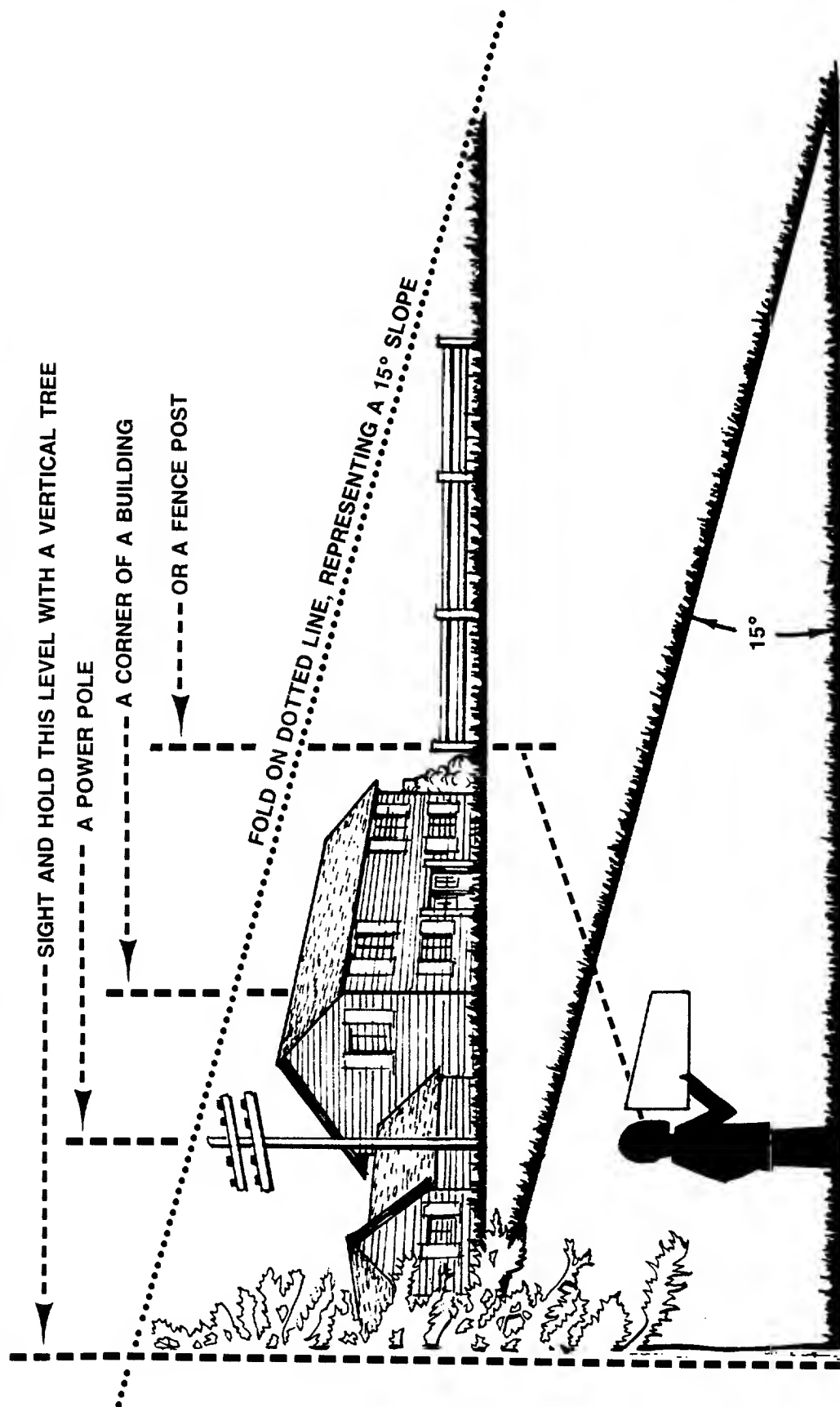
BELT TROUBLE SHOOTING GUIDE

| Failure | Probable Cause | Corrective Action |
|------------------|--|--|
| 1 Broken Belt | 1A Sudden stop or shock load to belt 1B Incorrect belt used 1C Abrupt engagement 1D Defective or damaged belt | 1A Inspect rider for cause such as foreign objects stuck in between deck and frame or belt path. Remove obstruction and inspect for damage. Replace belt per parts list in this manual. 1B Replace with proper belt only. See parts list in this manual. Roll belt onto pulley. Do not use a screwdriver to push or pry belt onto pulley. The sharp bend can damage internal cords. 1C Slower engagement required. 1D Refer to 1B. |
| 2 Belt Shreds | 2A Belt guides or guards incorrectly adjusted 2B Pulleys not aligned 2C Bad pulley—rough, rusty, chipped, bent, frozen bearing, etc. | 2A Belt guides and guards should be adjusted to approximately 1/16 to 1/8 inch from belt when in the engaged position. 2B Realign pulleys to be within approximately 1/16 inch of each other. Check with straight edge. Be sure fastening hardware is tight. 2C Replace as necessary. Adjust as per 2B. |
| 3 Belt Comes Off | 3A Belt stretched 3B Broken or weak idler spring | 3A Adjust as necessary when applicable. Refer to 1B. 3B Replace. |

SLOPE GAUGE

(Keep this sheet in a safe place for future reference.)

USE THIS SHEET AS A GUIDE TO DETERMINE SLOPES WHERE YOU MAY NOT OPERATE SAFELY.



Do not mow on inclines with a slope in excess of 15 degrees (a rise of approximately 2½ feet every 10 feet). A riding mower could overturn and cause serious injury. If operating a walk-behind mower on such a slope, it is extremely difficult to maintain your footing and you could slip, resulting in serious injury.

Operate RIDING mowers up and down slopes, never across the face of slopes.

Operate WALK-BEHIND mowers across the face of slopes, never up and down slopes.

